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# Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

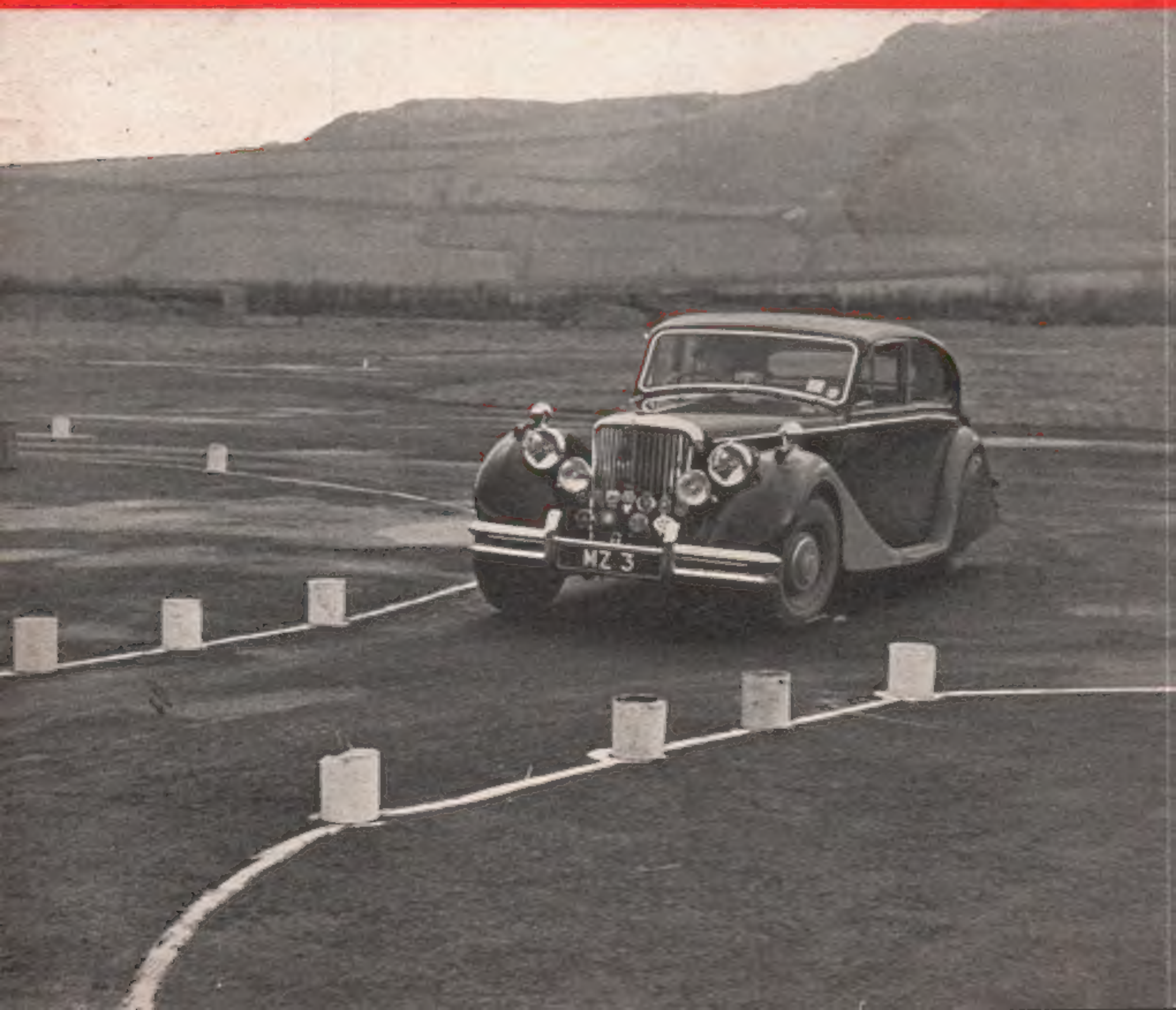
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AND RALLIES**

Russell Lowry—John Bolster  
Philip Smith—"Bodach"  
Wilson McComb

Vol. 2 No. 10  
March 9, 1951





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# Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

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## EDITORIAL

SPEED records will soon be in the news again, and it is now fairly common knowledge that other countries have their eyes on the important records held by John Cobb and Lieut.-Col. A. T. G. Gardner with British-built cars. Germany has already announced the intention to attack Goldie Gardner's 350 c.c. and 500 c.c. records with a specially-designed machine, whilst a streamlined, aero-engined Mercedes-Benz was practically completed at the outbreak of war, as a contender for the "Land Speed Record".

Apart from Piero Taruffi's efforts with the twin-boom Tarf "500", Italy has been strangely reluctant to attack short-distance speed records in these post-war years. However, there are signs that she is considering attacking many International Class Records with streamlined versions of her successful racing cars, to say nothing of the unofficial but vitally important "fastest sports car" and "fastest production car" figures which would appear to be a "gift" for one of the latest Ferraris.

The U.S.A. would dearly love to hold the Land Speed Record, and it would not be surprising if a modern gas-turbine engine finds its way into an American-built chassis.

Just as the battle for supremacy in formula and other types of racing will go on, so will the struggle to travel faster than anyone else continue.

From past experience, our contenders cannot look to the Government (no matter of what political persuasion) for assistance in attacking records. Yet what a song is made about the necessity for even greater exports!

\* \* \*

THE "Jesty Experiment" carried out by the West Hants and Dorset C.C. for its recent Hartwell Cup Trial will, we hope, be allowed to pass quietly into the Club's history. AUTOSPORT feels that any form of handicapping, particularly of the type designed to penalize specials, has no place in modern sporting trials. These should essentially be scratch competitions, and organizers should be quite content to split the entry into various classes, without imposing a formula which can cause a competitor to gain the maximum possible number of marks, yet preclude him from even figuring in the awards list, when that formula is applied. As a reader recently put it, the nature of trials is dictated by the desire of competitors. It would be interesting to know whether or not the *regular* trials competitors in the West Hants and Dorset C.C. fully approve of the formula, after having examined the results.

## OUR COVER PICTURE

ULSTER JAG: Commodore C. A. R. Shillington (Mark V Jaguar) during a test in a recent U.A.C. trial. This club specializes in organizing events which attract the owners of everyday cars, as well as specials.



# Portrait Gallery . . . John Cooper



Copyright reserved for the Artist

By A. T. M. Acket

**DRIVER-MANUFACTURER** John Cooper is one of the most popular figures in post-war British racing. In just over four years, the cars built at Surbiton by Charles Cooper and his son have achieved world-wide fame, and are directly responsible for this country's present supremacy in 500 c.c. racing. The latest Mark V Cooper will provide the main spear-head for British drivers in search of International Formula 3 honours, and the marque will continue to supply the bulk of the entries in all "500" races. To date, more than 140 Coopers of all types have been constructed.



# Pit and Paddock



CUNNINGHAM cars for Le Mans will probably have V-8 Chrysler engines in modified Kurtis chassis. About 200 b.h.p. expected in racing trim.

POSSIBLE Ferrari entries for Le Mans will comprise Villoresi-Ascari, Chinetti-Lucas and Serafini-Marzotto. Presumably they are the "works" entries.

ECURIE IMHOF reports that Nina will co-drive with Goff in a J2 Allard in the "Circuit of Ireland".

H.W.M. HAVING a "solid" axle last year (see issue dated 2nd March) was an obvious boner. The cars had fully independent rear.

FRENCH motor trade is alarmed by the prospect of purchase tax being applied to new cars.

ENTRIES are very heavy for the E.A.C. du Mont-Blanc Evian Rally and payment of 50 per cent. of the entry money should be made at once to ensure inclusion. The organizers have offered a special Ladies' Prize, in addition to the trophy, of 100,000 francs.

TREVOUX and Lesurque intend to take part in the Pan-American road race in Mexico with the Monte Carlo Rally winning Delahaye.

FORMATION of a 1,172 Club, and the sponsoring of a 1,172 Formula (as suggested by several readers) is being considered by the Hants and Berks M.C. It is also whispered that the Eight Clubs may find room for a 1,172 Formula race at Silverstone on 2nd June.

BILL HARTLEY and John Howell will do a recorded commentary of Sunbac's Colmore Cup Trial on the Midland Home Service on 17th March (7.15-7.45 p.m.).

LE MANS tour is being arranged by LThos. Cook's Autotravel service. Inclusive charge of £18 comprises road travel to Blackbushe, to Le Mans by air, lunch and dinner on Saturday, breakfast and lunch on Sunday, gratuities, necessary grandstand seats and return via air and road to London.

HATCHARDS, famous booksellers, have purchased a fleet of Rolls-Royce cars suitably modified to display books. F. & E. Stoneham are launching the first car on 12th March, to deal with motor racing, and Earl Howe will perform the ceremony.

PERFORMANCE CARS have completed a move to the Windmill Garage, Great West Road, Brentford, W.5, where a 24-hour service will be maintained.

SEEMS that the men really responsible for Ken McAlpine's cars were Arthur Cottrell, Frank Moore, Digby-Rowe and R. M. Oliver (engine tuning)—not Jolliffe as wrongly given to us by a correspondent.

PHOTOGRAPHER George Phillips arrived at Bottisham for the Cambridge University A.C. Speed Trials last Sunday in his TD M.G., and was invited to have a go, which he did, despite a none-too-happy clutch.

HARROW C.C. had to cancel its Hclosed Moss Trophy Trial last Sunday, owing to a poor entry. This hasn't happened to many clubs in recent months.

DELAHAYE pick-up truck which was first in the General Classification in the recent Algiers-Cape Town Rally, was fitted with a standard production six-cylinder, Type 135 engine.



SEND-OFF for Mr. and Mrs. Peter Reece and DB2 Aston Martin, after their wedding last week-end. Best-man Jackie Reece is anointing the bride with confetti: on the extreme right can be seen John Cooper, who is also featured on the opposite page.



March 9, 1951



**GERMAN CHALLENGER** to attack the Gardner-M.G. records in International Class I (500 c.c.) and J (350 c.c.) records is this car built for Georg von Opel. It will be powered by supercharged, twin-a.h.c. NSU engines, probably of the vertical twin type. This picture was taken when the prototype underwent test runs on the Frankfurt-Darmstadt autobahn.

### 336 ENTRIES FOR THE "LAND'S END"

**THE** Motor Cycling Club's 31st Land's End Trial, due to be run on 23rd and 24th March, has attracted a combined entry of 336 motor-cycles, three-wheelers and cars. With a choice of three starting points, these are disposed as follows:

### LONDON TO NEW ZEALAND BY CAR

**Bold Venture by Three Women Drivers**

**O**N 5th March three young women, Mrs. Eunice Rexinger of Canada, Miss Josephine Whitehorn of New Zealand, and Miss Joan Kingsbury of Britain, set off on a 25,000 mile journey from London to New Zealand in a Humber Hawk saloon.

They expect to reach their goal by late August, and will pass through France, Belgium, Germany, Austria, Italy, Jugo-Slavia, Greece, Turkey, Iraq, Iran, Afghanistan, Pakistan, India, Ceylon and Australia, a journey involving a total of 5,000 miles travelling over water. Their car is equipped with additional tanks, and will carry over 500 lbs. of spares, sleeping kit, baggage and food.

### B.R.M.A. MEMBERSHIP APPROACHES 9,000

**T**HERE are now over 8,900 members of the B.R.M. Association, formed to assist in the noble cause of providing the high annual expenditure involved in running the B.R.M. Grand Prix team, and to promote a wider following for the great international sport of motor racing.

Full members of the B.R.M.A. (subscription one guinea per annum) are entitled to a lapel badge, membership card, copies of the B.R.M.A.

*Carpet surface for Goodwood: the slow-moving road-construction machine working on the home straight to prepare the circuit for Easter Monday's big meeting.*

## SPORTS—NEWS

booklet and rules, and a periodical issue of the Association Bulletin. Associate Membership (subscription 5s. per annum) entitles one to a lapel badge and copies of B.R.M.A. booklet and rules. As the organization grows in strength it is hoped that privileges will be obtained for members, particularly at race meetings.

Branch Secretaries are asked to note that 1951 Member and Associate Member badges are now obtainable.

Those desiring to enrol should get in touch with the Hon. Sec., B.R.M. Association, 113 Park Street, London, W.1.

Plymouth: 35 solo motor-cycles, 31 cars; total 66.

Stratford-on-Avon: 33 solo motor-cycles, 5 combinations, 3 three-wheelers, 50 cars; total 91.

London (Virginia Water): 72 solo motor-cycles, 15 combinations, 1 three-wheeler, 101 cars; total 189.

Entrants from all starting points converge on Taunton, selecting their own routes thereto, but being required to check in at intermediate controls. From Taunton competitors proceed via Bude and Perranporth, on a set route which will include several observed sections, to Land's End and the finish.





# THE PARIS—ST. RAPHAEL RALLY

**Dyna-Panhard Outright Winner—Betty Haig (TD M.G.) 3rd in General Classification and Class Winner—Nancy Mitchell (H.R.G.) Also Does Well**

BRITISH drivers scored a notable success in the "Paris-St. Raphael", first post-war revival of the famous "Rallye Féminin" which ended last Sunday. Betty Haig (TD M.G.) was not only third in the general classification, but also won the 750-1,400 c.c. class. Mrs. Nancy Mitchell (H.R.G.) was fourth, and was runner-up to Mme. Simon's Ferrari in the 1,400-2,300 c.c. category. Mrs. Riddell (Frazer-Nash) finished in 11th place, and Mrs. Hore (Simca) also figured in the first 20.

Betty Haig made best-performance in the final acceleration and braking test, and Nancy Mitchell was runner-up, thus providing more material for the M.G. versus H.R.G. arguments. Mrs. Allard (Allard coupé) had the wretched luck to have a valve break during the closing stages, after being well placed for an outright win.

The Scott-Moncrieff Bugatti didn't get very far. Precisely 100 yards from the start, a piston packed up, which was very bad luck indeed, putting an early end to a sporting effort with a veteran car. Mme. Rouault had trouble with her Lago Record, and failed to appear.

The event was rather surprisingly won by Mme. de Roquefort in a Dyna-Panhard, who finished five points ahead of Mme. Simon's 2-litre Ferrari.

## RACING DRIVERS' RALLY SUCCESS

THE Ferrari team drivers, Luigi Villorosi and Alberto Ascari scored a joint victory in the Italian Sestrières Rally which ran from 23rd to the 26th February. Their mount was not a G.P. Ferrari, however, but a Lancia Aurelia saloon. Two of the new Fiat "1,400s" followed up. Little news is known as regards the fortunes of the eight British entries, but the two TC M.G.s retired.

### Sestrières Rally Results

**General Classification.** 1. Villorosi-Ascari (Lancia Aurelia), 584.7 points. 2. Brignone (Fiat 1,400), 584.59. 3.

### MONTLHERY SPEED TRIALS

**500 Metres:** 1. Mme. Simon (Ferrari), 22.4 secs.; 2. Mrs. Allard (Allard), 25.2; 3. Miss Haig (TD M.G.), 25.4; 4. Mrs. Mitchell (H.R.G.), 26.

**1,000 Metres (Flying Start):** 1. Mme. Simon (Ferrari), 24 secs.; 2. Mrs. Allard (Allard), 29; 3. Mrs. Mitchell (H.R.G.), 33.1; 4. Miss Haig (TD M.G.), 33.4.

The Montlhéry times were added together, thus giving Mme. Simon (Ferrari) first place, followed by Mrs. Allard (Allard), Mrs. Mitchell (1½-litre H.R.G.) and Miss Haig (TD M.G.), in that order. These four easily vanquished the Simcas, and the large American jobs such as Cadillac and Buick.

The TD Midget was carrying extra weight for the formula of the general classification, and scaled no less than 1,073 kilos—yes, over a ton, which is not bad going for a 1½-litre!

Mrs. Allard had her revenge on Mme. Simon in the hill-climb, which was run on a snow-covered course near Lausanne. Packed ice, high snow-banks, and many bends through woods made this a most diverting experience.

### LAUSANNE HILL-CLIMB

1. Mrs. Allard (Allard), 1 min. 18.4 secs.; 2. Mme. Simon (Ferrari), 1 min. 21; 3. Mrs. Mitchell (H.R.G.), 1 min. 25.8; 4. Miss Haig (TD M.G.), 1 min. 29.8.

The run to Lausanne was over roads covered with ice and a

landscape of dazzling white snow. There were many battered cars in the "parc fermé" that evening. An aerodynamic Fiat became involved with a competing Buick and a lorry; a 4CV Renault turned over four times, the feat being recorded on a ciné camera. However, although badly dented, the Renault continued in the "race". Mrs. Hore (Simca) arrived 55 minutes late, owing to plug trouble.

### General Classification

1. Mme. Alziary de Roquefort (750 Dyna-Panhard), 2,519 pts. 2. Mme. Simon (2,000 Ferrari), 2,514. 3. Miss Betty Haig (1,250 TD M.G.), 2,508. 4. Mrs. Nancy Mitchell (1,496 H.R.G.), 2,251. 5. Mme. Pervès (750 Renault), 1,827. 6. Mme. Hammersley (1,200 Peugeot), 1,805.

### Class Results

**500-750 c.c.** 1. Mme. de Roquefort (Dyna-Panhard). 2. Mme. Pervès (Renault). 3. Mme. Boes-Willwald (Renault).

**750-1,400 c.c.** 1. Miss Betty Haig (TD M.G.). 2. Mme. Hammersley (Peugeot). 3. Mme. Gordine (Simca).

**1,400-2,300 c.c.** 1. Mme. Simon (Ferrari). 2. Mrs. Nancy Mitchell (H.R.G.). 3. Mlle. d'Aoust (Mercedes).

**Over 2,300 c.c.** Mme. Henrio (Cadillac).

Miss Haig won the Nice-Matin Cup.

The International Challenge Trophy went to France. (Mmes. de Roquefort and Simon.)

Piodi (Fiat 1,400), 584.27. 4. Siorio (Lancia Ardea), 582.61.

**750 c.c.** 1. Cerruti (Fiat). 2. Serafini (Fiat). 3. Perrin ("Works" Renault). **1,100 c.c.** 1. Siorio (Lancia). 2. Petaffi (Fiat). 3. Bergonzo (Fiat). **1,500 c.c.** 1. Brignone (Fiat). 2. Piodi (Fiat). 3. Rivetti (Lancia Aprilia). **Unlimited.** 1. Villorosi (Lancia). 2. Pesatori (Alfa Romeo). 3. Bellier (Citroen).

\* \* \*

## USEFUL MOTORIST'S HANDBOOK

EXACTLY 850 pages packed with every kind of travelling information a motorist needs seems good value at 5s. 6d., but is an even better proposition at 3s. 6d., to all R.A.C. members, as is *The R.A.C.*

*Guide and Handbook*, 1951, now available from 85 Pall Mall, S.W.1, or from any County Office of the R.A.C.

It contains a Directory of Great Britain and Ireland listing hotels, garages, repairers, parking places, etc., and has a 32-page map section. The Foreign Touring Section is most valuable to motorists going abroad, and other sections contain data on steamship services, ferries and tolls, R.A.C. and A.A. roadside 'phone boxes, caravan and camping sites, lighting-up time-tables, a Motor Law digest, and much other useful information. Prices to R.A.C. members or non-members include postage.





(Above) A. Booker (Cooper "1,100") putting up B.T.D. in the C.U.A.C.'s Bottisham Speed Trials. (Right) Peter Riley (Bristol "400"), who was fastest resident member of the University.

### CURTAIN UP

#### The C.U.A.C. Speed Trials at Bottisham

FOR sheer enjoyment, slick organization and economy, it would be difficult to better the C.U.A.C. Bottisham Speed Trial which was held last Sunday on Bottisham Aerodrome, near Cambridge.

They were faced with the problem of finding a different venue, at the last minute, owing to the War Agricultural Committee refusing the necessary permission to run the meeting as advertised, at Bedwell Hey.

The C.U.A.C. were very fortunate in getting the co-operation of a local farmer to use this very interesting course, which consisted of a sharp left-hand bend about 50 yds. from the start, followed closely by a fast right-hand which brought one on to a straight of 100 yds. or so to another fast right-hand bend and then yet another short straight to the barrel which was negotiated Luton Hoo fashion (the road width of 25 ft. proved a handicap to the larger type of machinery), and so back to a point half-way along the first straight, the total length adding up to approx. half mile.

The efficiency of the organization was such that it enabled the 30 odd competitors to have no fewer than six timed runs for their 5s.

The only delays occasioned were when A. Booker's 1,100 c.c. Cooper



had to be towed to start, and Peter Riley in his father's Bristol ran out of petrol mid-way along the course.

Quite a few interesting cars were to be seen including J. R. Stoop on his Mille Miglia Frazer-Nash which ran at Le Mans last year, Anthony Crook with his pre-war 328 BMW looking very resplendent with its new coat of polychromatic red, George (C'est si bon) Wicken and his gleaming white XK120 complete with ski cap to match, and E. E. and S. E. Sears together with the grand old ex-Abbott 1914 T.T. 3-litre Sunbeam looking as immaculate as ever.

Several interesting duels were witnessed, notably between Stoop and Crook who tied for fastest sports car, this being settled by a run-off at the end of the meeting; Stoop finally beating Crook by the narrow margin of .2 of a second in 51.6 secs.

Another point which has been the subject of much discussion recently, i.e., the respective merits of the TC and TD M.G. midgets was decided in the favour of the TD by quite an appreciable margin.

## SPORTING ROUND-UP

### C.U.A.C. Speed Trials—Blackwater Trial—Liverpool M.C. "Jeans"—Lincoln and Nolan Cup Trial

The weather, in keeping with the whole event, was perfect, and as this was the first sprint meeting of the 1951 season, perhaps this is an omen of good things to come.

### RESULTS

**Best Time of the Day:** A. Booker (1,100 c.c. Cooper), 48.0 secs.

**Fastest Resident Member of University:** P. Riley (Bristol "400"), 57.5.

**Fastest Sports Car:** J. R. Stoop (Mille Miglia Frazer-Nash), 51.6.

**Up to 1,100 c.c.:** 1, D. Moore (P-type M.G.), 58.0.

**Up to 1,500 c.c.:** 1, A. Scott-Brown (TD M.G.), 57.5; 2, G. E. Phillips (TD M.G.), 58.0.

**Up to 2,500 c.c.:** 1, J. R. Stoop (Mille Miglia Frazer-Nash), 51.6; 2, T. A. D. Crook (328 BMW), 51.8.

**Over 2,500 c.c.:** 1, G. Wicken (XK120 Jaguar), 53.7; 2, A. Pitta (4½-litre Bentley), 57.6.

\* \* \*

### THE HANTS AND BERKS BLACKWATER TRIAL

**A. J. Wildy (Ausford) Only Competitor to Return Clean Sheet**

THE Hants and Berks M.C. furthers its policy of catering for the ordinary club member by running annually its Blackwater Trial, an event of a comparatively mild nature, unlikely to damage the



"ordinary" car, entries for which are limited to beginners or to experienced trials drivers using unsuitable vehicles. (The winning car a few years ago was a light van.) The fifth of the series was held on Sunday, 4th March, when 33 starters left the New Inn at Eversley on a considerably longer and rather stiffer course than hitherto. The recent heavy rain had entailed some last-minute alterations, one or two easy hills having become impossible, and the course generally was wet and muddy; the day itself, however, was one of blue skies and sunshine.

The first hill, Leg of Mutton, short and dry, surprisingly failed 10 competitors whose right boots were insufficiently heavy. The nearby Wind Up (the first word rhyming

was towed out by a tractor with plough attached. Marshals at this hill had a strenuous time, as following spectators found themselves in the Observed Section with no alternative but to press on, and much manhandling resulted.

Close to Froyle, Cemetery Lane led up a wet and muddy slope at the end of which the startled competitor was confronted with a vast sea of mud, bounded on its further shore by an iron railing.

Next came the Special Test where, against the stop-watch, drivers left the starting line downhill to stop astride Line B round a bend, continuing to the foot of the hill where they turned round and accelerated up to finish astride Line A again. The cognoscenti, vulture-like, were

gathered to pick up the pieces but were disappointed, as competitors displayed unexpected control. D. C. E. Johns (Austin A30) made fastest time in 43 seconds, followed by Potter Moore (M.G.) with 43½, Derek Buckler (Ford 10 saloon) with 44½ and Joe Lowrey (Javelin) with 44½. The Lincoln, Anthony and party went down for the third time and were hauled out late in the evening.

Hawkley was another stopper, beginning with a long, level but soft stretch rising to a short, sharp hill, followed by a grassy slope increasing in severity. P. A. Gregory (Ford 10 Spl.), Hunt and Wildy were the only three to climb unpenalized, though Mrs. H. Willis (BMW) and C. D. F. Buckler were among those who nearly made it. Colemore, long, not very steep, muddy and intersected by a gully, was taken non-stop by all but eight cars.

#### RESULTS

First, Open car class: A. J. Wildy (Ausford), 96 marks.

First, Closed car class: Mrs. H. Willis (BMW), 88 marks.

First Class awards: P. A. Gregory (Ford 10 Spl.), 90 marks; M. W. Taylor (M.G./Ford), 86; J. Pettifor (159 Ford Spl.), 84; C. H. Hunt (Hunt Spl.), 84.

Second Class awards: D. C. E. Johns (Austin A30), 82 marks; C. D. F. Buckler (Ford 10 saloon), 77; R. Barker (Hillman 10), 60.

(continued overleaf)

More Bottisham shots: (Left) George Wicken (XK120 Jaguar), winner of the over 2,500 c.c. class. (Below) Two class-winners in the "paddock"; Stoop's Mille Miglia Frazer-Nash and Moore's P-type M.G.



with "Blind") was a different story. Cars started on the road, swung left into the mud of a rough track where the Demon Wheelspin awaited them and, in one section or another, claimed all but two of the field, C. H. Hunt (Ford 10-engined Hunt Spl.) and A. J. Wildy (Ausford).

Post Office Lane, outside Ewshot village, started in mud, curved right-handed through heavy ruts and became more difficult as each successive car churned it up. Twelve entrants got through unaided. Dippenup, a lane near Dippenhall, west of Farnham, was wetter than last year and failed two-thirds of the entry. Here M. Anthony, driving an immense V12 Lincoln Royal saloon packed with nine passengers comfortably seated on assorted furniture, sank with all hands and





# Winder Wins "Jeans"

Miss KEMBLE BEST LIVERPOOL M.C. MEMBER—  
WADSWORTH CAPTURES SCOTT CUP

LIVERPOOL M.C. left North Wales, the traditional venue of the Jeans Gold Cup Trial, in favour of eight observed sections in Lancashire. The start at the Bayley Arms Hotel, Hurst Green, near Longridge, heard many blippings and blurpings from the engines of the 29 competitors, and saw grins of delight at the very pleasant sunshine which rapidly dispelled a fairly heavy frost. After some seven miles of not uninteresting road work the first observed section reared its steep and muddled slope of three separate sections. If the ascent here was inspiring the reverse descent was certainly awe-inspiring. This was obviously going to be a "highest-up" effort and although several arrived in section 3, one or two who should have known better surprisingly failed in section 1. Immediately after this came the first Special Test in the Quarry which has been used before for this purpose. Here John Wallwork set a good standard with 22½ seconds, while Ken Bailey showed great cunning by his "tight" cornering. Another seven miles of connecting route brought the appropriately named "Rush It". This consisted of 200 yards of muddy lane with two nasty left-hand bends. It did not, however, prove a stopper and Frank Dean bounced by 2 cwt. of AUTO-SPORT scribe did the section almost

gaily, as did the two immediately following—Ken Bailey and Cyril Corbishley—both drivers of Vauxhall-engine cars, hence some good-natured rivalry. Not so successful was Harry Foulkes driving the Winder prototype (Winder's description).

The next section, Lickhurst, preceded Special Test No. 2 and was a tricky left-hand bend out of the bed of a stream. The required lock was just too much for at least half the entry, but photographer (erstwhile organiser) Barry Davies found plenty to occupy his lens. The second Special Test was a simple "out of the garage around a flag and park in the garage" affair.

The pre-lunch Section was given on the route card as Saddle End and marked on the route as Tyrer's Terror, and Gillie was there dispensing refreshment. The "refreshment" was apparently to prepare them for the section which was a mad dash across the path, "Ker-doink!" over a bump and squelch into a bog. No one was successful!

Having reported to Doc Joe Edisbury the cavalcade rolled on to Snape Rake which was a minor, muddy Shelsley. Starting through a stream (what again?) it proceeded sharply left-right right-left (sounds like Victor Silvester) and slow-fast, fast-slow, stop (sounds even more

like Victor Silvester). The stops occurred at a much populated part of the slope; of the first half of the entries Ken Bailey and Frank Dean were amongst the best.

Whether Weed Acre was thoughtfully named to sort 'em out one doesn't know, but it did. Ultimate winner Winder climbed it only after 1st-class award winner Cyril Corbishley had proved it possible. This select company was completed by Johnny Clegg and (blushes amongst the men) Miss Barbara Kemble. This effort alone was worthy of the Wade Cup which Miss Kemble won.

Birdie Brow was only three miles away from Weed Acre and was 60 yards of grass mound, including two notable bumps. Wood in the ex-Tommy Wise V8 and who incidentally was tackling all hills without previews (and deserves a medal for that) was the first failure.

Finally, by way of Stoneyhurst College grounds, the Bayley Arms Hotel brought the finish and very soon the results.

## RESULTS

Jeans Gold Cup: W. L. T. Winder (Austin).

Wade Cup, Best L.M.C. Member: Miss H. B. Kemble (Ford).

Sir Les Scott Cup: E. B. Wadsworth (Ford).

1st Class: K. R. Bailey (Bailey Spl.), F. Dean (A.W.), C. Corbishley (C.C.S.).

2nd Class: H. Crier (Ford Spl.), J. Clegg (Clegg Spl.), Dr. Lilley (A.W.).

3rd Class: J. Wallwork (Standard), S. Horsefield (Ford), P. Clay (Austin), Dr. Hardman (Dellow), A. W. Francis (H.R.G.-Mercury), H. Spence (B. N. Spl.).

Team Award: Bailey, Corbishley, Wallwork.

## HAGLEY AT THE ZOO

SEVERAL strangely-attired figures invaded the ball-room during the Hagley and District L.C.C.'s dinner-dance at the Queen Mary Ballroom, Dudley Zoo, last Friday. Their dress varied from duffle coats and "Monaco" helmets or bowler-hats, to the full regalia of commissionaires and Chelsea pensioners. They assisted Arthur Raybould's Music with raucous hunting-horn accompaniment. Speakers after dinner (limited to "Lowry time") included the President, G. T. I. Taylor, H. C. Hastings, Ken Wharton, Russell Lowry, John A. Cooper and Ron Lowe. The Editor of AUTO-SPORT presented the awards won during the 1950 season.

## LEINSTER M.C.'s "LINCOLN & NOLAN" TRIAL

K. P. MURRAY (M.M. MERCURY SPECIAL)

TAKES THE CUP

THE Lincoln and Nolan Cup Trial is an important Irish annual event which is included in the competition for the Hewitson Trophy awarded for the best all-round trials performance of the year, and so attracted entries from all over the country. Some of the competitors travelling long distances to compete were W. Todd of Lisburn in Northern Ireland (winner of last year's event), Cecil Atkinson from Newry, Co. Down, Laird from Drumshanck,

Co. Leitrim, K. P. Murray from Sligo and Preston from Navan.

There were 32 starters from Killough, near Bray, which was also the finishing place. The route totalled a distance of 17½ miles and embraced sections between Killough, Calary, Carrigower, Glendarragh, Ballinastoe Bridge and Ballyremon Common. Competitors were required to lap the circuit twice, each lap including nine observed sections and three special tests.



The first test was in Red Lane and consisted of a timed lap round a derelict little building known as Calary Cottage. As the surface was muddy grass, a degree of restraint was required if marker flags were to be avoided. Fastest here were J. Bell (Ford 8 Spl.), W. Todd (Humber Spl.), T. P. Ohle (Dellow s/c.) and Cecil Vard (M.G. TD).

The following section was Calary Mudhole, a short but very muddy and rutted section ending in a sharp right turn back on to the road, no competitors lost marks here but the following section, Calary Bog, accounted for failures in the whole field except for T. P. Ohle (Dellow s/c.) who went through without loss of marks. It was here that Todd's big Humber special, complete with "greenhouse" top, became thoroughly bogged down and caused the only serious delay.

#### Retirements

At the watersplash near Carrigower, Killingly had the misfortune to shear a half-shaft on his neat and handsome Studebaker special. The only other retirement was that of J. Grew, who broke a spring on his Ford 10 special which was appearing for the first time in this event.

An amusing incident occurred when the first car, Louis Carvill's Riley, prepared to undergo the first test, the timed lap round Calary Cottage. Jack Pollard, the photographer, was standing on part of the test circuit with camera ready and despite frantic signals from Carvill to get out of the way still felt safe in his position until the Riley shot off the road in his direction; unfortunately he chose to run in the direction of the test and it was a great sight to see Jack P. sprinting half way round the cottage with the Riley's low radiator within a few inches of his trousers seat, it almost looked as if the Riley didn't want to be photographed!

Kevin Murray repeated his many recent successes by winning the Lincoln and Nolan Trophy with his M.M.-Mercury-engined special, he finished with a total of 183 marks. The two special club cups were won by J. Bell (Ford 8 Spl.) with 182 marks and T. P. Ohle (Dellow s/c.) with 180½ marks. Bell's performance with a virtually standard Ford 8 engine was remarkably good. The team award, which went to the best

four members of any club team consisting of six entrants, was won by the promoting club.

The final section at Killough consisted of a steep and extremely rough climb through deep ruts and heather bushes which finished dangerously close to the main road from Bray to Glendalough, and although no accidents occurred, Bill Young and his M.G. TD were nearly demolished by the local bus descending the hill to Bray.

#### RESULTS

**Lincoln and Nolan Cup:** K. P. Murray (M.M. Mercury Spl.), 183 marks.

**Leinster Club Cup:** J. Bell (Ford 8 Spl.), 182; T. P. Ohle (Dellow s/c.), 180½.

**First Class Awards:** W. Todd (Humber Spl.), 175½; J. Ohle (M.G. TD), 168; V. F. Ross (M.G. TD), 163; H. Johnson (Lancia Spl.), 161; A. Knowles (M.G. TD), 154.

**Second Class Awards:** Cecil Vard (M.G. TD), 151½; C. Atkinson (Ford 10 Spl.), 151; J. Forrestal (Ford 10 Spl.), 147; H. Crawford (Morris-Ford Spl.), 142; N. McGuire (M.G. TC), 140½.

#### SILVERSTONE PRODUCTION CAR RACE

**SUPPLEMENTARY** Regulations have now been issued for the International Production Car Race, one of the attractions of the *Daily Express*-sponsored B.R.D.C. Silverstone meeting on 5th May.

The race is of one hour's duration, and if, as last year, there are a large number of entries, it will be divided into two or more consecutive events. Unsupercharged standard production cars only are eligible, and the chassis must conform basically to catalogue specification and be fitted with a body of the manufacturer's or recognized coachbuilder's design.

Permissible modifications include type and make of tyres and plugs, and alterations to carburetter and ignition settings. At least 10 examples of the model entered must have been sold; fuel of approximately 80 octane rating will be supplied.

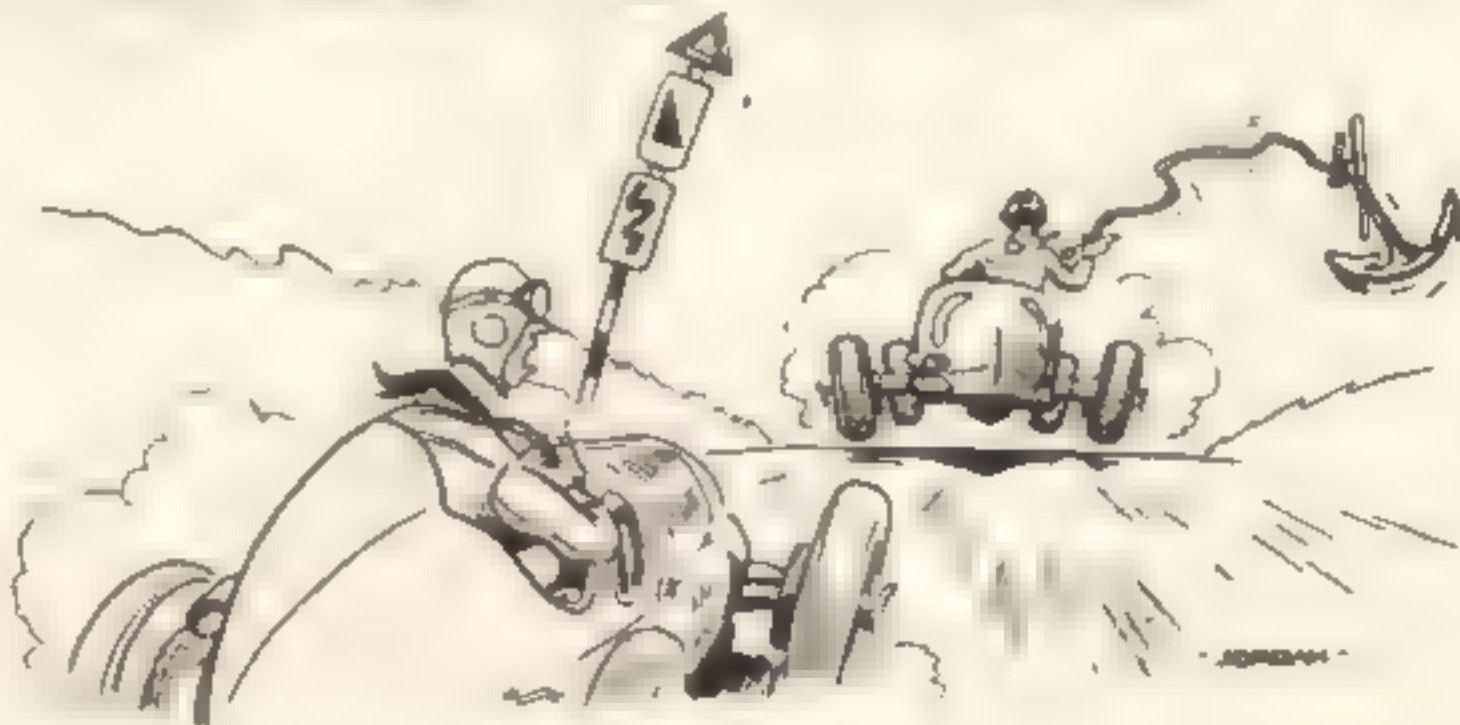
The entry will be divided into six classes: up to 750 c.c., up to 1,100 c.c., up to 1,500 c.c., up to 2,000 c.c., up to 3,000 c.c. and over 3,000 c.c.

#### IRISH M.G. DINNER

**A** VERY successful and cheerful event was the dinner held by that new but extremely "live" body, the Irish Centre M.G. Club, in the pleasant Aer Lingus restaurant at Collinstown Airport, Dublin.

A very fine array of silverware was presented by Mrs. "Wilfie" Fitzsimmons. Jim Irvine (President of the Leinster Motor Club) proposed the toast of the "Sport", and Dr. Jackson proposed the toast of the "Visitors", then forgot to drink it!

During a short interval certain very brave gentlemen challenged the ladies to display their weight on the large scales in the Airport reception hall, one well-known local trials driver sending the needle of the scale so far "into the red" that it registered 20 pounds on its second trip round. 'Tis said that he doesn't need a passenger for bouncing! We did not wait to see what happened to the little groups of TC and TD owners who, suitably stimulated by the Airport cellars, were heard to mutter dark things about "proving it once and for all" and seen to cast secretive glances around the Airport's perimeter track.





## ULSTER HYBRIDS No. 5

By

F. WILSON  
McCOMB



## Dr. Tinsley's M.G. Special

IN 1949, Dr. Henry Tinsley of Belfast was getting from A to B rather fast in his standard TC model M.G., starting the season by winning the 1,300 c.c. standard open car class at the U.A.C.'s Knockagh hillclimb with the record time of 1 min. 16½ secs. He followed this up with a class second at the Phoenix Park sprint at Easter, and another at the 500 M.R.C.I.'s "downhill climb" in July. Then came a fifth place at the Ards Airfield races, lapping in 1 min. 35 secs., and a third in his class at the Dublin University M.C. and L.C.C.'s Killakee hillclimb in September. The following week he took a second off his previous Knockagh time, without, however, being placed.

Cheered by these results, the doctor decided to better them by having the M.G. drastically slimmed. Hubert Chambers and Billy Davidson removed the standard body, pruned the front and back leaf springs, fitted heavy wire stabilizers, and increased the castor angle. They retained the standard 4.875:1 back end and gearbox, but modified the clutch. As the present clutch is about the fifth which has been installed since the conversion, they are not inclined to talk freely about it! Unsprung weight was cut down somewhat by intensive drilling of the brake shoes and drums, but the normal wire wheels were refitted. The engine then came in for a spot of attention, the flywheel being

considerably lightened, and a not-particularly-successful bit of crank-shaft-balancing being attempted (actually, this appears to be the opportunity for a pun about forestalling and laystalling, but I can't think of one). Aerolite pistons were fitted to lightened Morris M.10 connecting rods, while the valve timing was also modified later in the season. A number of cylinder heads were skimmed to give compression ratios ranging from 7:1 to 9:1, the ports being opened out and M.G. "standard oversize" valves being fitted, with stronger springs. Twin 1½ in. S.U. carburettors were fed from an S.U. pump, and ignition provided by a Lucas vertical mag-

neto off a Scammell truck. Incidentally, the photograph of the engine shows it in its 1,100 c.c. guise, using a Morris block and Riley pistons, while the coil is a temporary fitment.

An interesting feature of this car is the cooling system, incorporating a built-up radiator block and the standard M.G. pump, but no fan. The total capacity of the system is only one gallon, yet even with half the radiator blanked off it refuses to boil. The body frame is a mixture of ½ in. steel tubing and box sections, the bulkhead being of 18 gauge Dural, while the body itself is of mere 24 gauge material. Needless to say, it shakes itself to bits in



Right) View of 1,100 c.c. engine, showing cooling system and large-bore S.U. carburettors.



every long event, after which they cheerfully patch it up again for the next one! An ordinary saloon-type bucket seat is fitted, and the instruments are two in number—an oil gauge and a rev. counter driven off the camshaft. The dry weight is about 12 cwt., which gives excellent acceleration, and maximum r.p.m. is somewhere on the useful side of 6,000.

Thus modified, the M.G. went to the I.M.R.C. hillclimb at Enniskerry on 15th April last year, where she seized solid, but coasted over the line speedily enough to take third place in her class. The following month, at the same club's short Phoenix Park races, the clutch blew up on the first lap, and, possibly as a result of the previous seizure, a couple of cylinder liners came adrift. Undaunted, the boys sloshed jointing compound over the offending liners, and popped them back in again for Craigantlet hillclimb, where Tinsley was third on handicap and third in the 2-litre sports class with a climb of 1 min. 34½ secs., which was a full 5½ secs. better than his 1949 (standard form) time. In the two weeks before the 500 I.M.R.C.'s Carncastle climb the modification to the valve timing was carried out, and the car won her class with a 1 min. 19 secs. climb. The alterations to the cooling system were made for July, when the M.G. performed well at Ards Airfield, gaining second place in the final. Tinsley brought his lap time down to 1 min. 29 secs., which is worth comparing with his previous year's time over the same course.

R. E. Dordorf drove the car in the U.A.C.'s Ulster Trophy race over the Dundrod course in August, but on the 8th lap the front carburettor float punctured. Oddly enough, this has occurred no less than eight times, and the Equipe Tinsley confess to being rather puzzled. In September Tinsley was well pleased with the special during practice for the I.M.R.C. race at the Curragh, until one of the alloy rods, which had been fitted for the Trophy, left him in the spectacular manner sometimes adopted by alloy rods. This happened the night before the race, but a search was immediately instituted for another engine. A standard M.G. engine was successfully borrowed and fitted with the requisite parts from the wrecked one, and all-night work brought the car to the starting line. But Fate had not finished with the unfortunate doctor, who left the road whilst lying fourth, with only one lap to go, hitting a bank and smashing a back wheel completely.

The last event of the season was Knockagh again, when the special was run in 1,100 c.c. form, and climbed in 1 min. 13 secs., again without being placed. Now Dr. Tinsley has a new special in the process of being built, with a tubular chassis, the distance between the side-members being the width of the Tinsley posterior. Reversed Vauxhall front suspension is being used, and a Vauxhall engine may also be installed. As he is now the owner of one of the five XK.120 Jaguars in Ulster, it is doubtful if he will retain the M.G. special, although his

only criticism of it concerns a slight lightness in the tail. With improved rear suspension, and a little more development, this car might yet raise a few eyebrows in Ulster motoring circles.

## FAREWELL TO A LADY F.w.d. Derby to be Broken Up

**B**ELOW is the last picture to be taken of the historic front-drive Derby Miller which gained countless records at Monthéry track during the '30s in the capable hands of Mrs. Gwenda Hawkes. This car held the short track record for many years, only losing it to Raymond Sommer's Type 308 3-litre Alfa Romeo in 1939. Mrs. Hawkes also drove it at Brooklands in 1935. The Derby, with its twin-o.h.c. straight eight engine and centrifugal blower, bears unmistakable signs of its Miller ancestry, and is very typical of its era. As shown, it was still in good form, although the transmission brakes were no longer effective.

The engine will have another lease of life in Formula 1 events next year, for W. R. Baird of Belfast intends placing it in a tubular chassis with 1,100 c.c. Fiat front suspension and de Dion rear, using an E.N.V. 110 gearbox and two-stage supercharging.







CONTINUED FROM 16th FEBRUARY ISSUE

**I**F the work detailed in Part I of this article has been carried out, the car will arrive at the circuit in tip-top condition, and the driver will be quietly confident, because he has made the best use of the practice time.

On arrival at the pits, the tools and spares will be laid out in exactly the same positions as they occupied during the practice period. The pressure refuelling system will be filled up and tested, or, if churns are to be used, they will have fuel put in to the correct level, and then be covered over. The water jug will be filled, and it might be a good idea to have some method of keeping it warm, as many hot engines have been damaged by the sudden introduction of cold water. It is astonishing how difficult it is to get clean water on some circuits, and I must admit that I was once caught by a policeman in a place marked "Ladies"! If oil is also kept in a jug, this should be of a different size and colour, but most people now use a large syringe for the purpose.

About an hour before the "off", the engine should be warmed up on soft plugs. This should be done on the racing jack, so that the gears can be used and the transmission oil thinned down. If you, or your neighbours, are using nitro-benzene in your fuel, the fumes are particularly acrid, and cause great discomfort to the eyes. Under such conditions, the driver should be chased right away from the pits, for his eyesight is vital, and he will, in any case, have to suffer the concentrated fumes of a massed start.

After the hot plugs have been put in, the engine should be revved up momentarily and cut clean, to see that all is well. The mechanics can then have a last look round, but they should strap the bonnet down considerably earlier than the warming-up lap, because nothing upsets a driver's nerves so much as seeing his car apparently all in pieces a few minutes before he has to go. If the slow lap has been accomplished without trouble, the mechanic who is attending the driver on the starting line should content himself with seeing that the steering wheel, screen, and all controls are clean and free from oil, and that nothing has been left undone. Unless it is absolutely unavoidable, he should not open the bonnet, for it is surprising how awkward straps

# PIT WORK

(Part 2)

by

JOHN BOLSTER

and clips can be if he wants to shut it in a hurry, and the poor wretched driver will be quietly going mad with anxiety.

At either the "two-minute" or "one-minute" signal, depending on prior arrangement, the mechanic should start the engine, wish the driver "good luck", and get off the grid at the double. He should not be tempted to give any last-minute advice, and he will only be an unwelcome distraction if he hangs around till the officials drag him away.

Meanwhile, the team chief will have everything organized in the pit itself. He must be entirely conversant with all the regulations, so that he does not infringe the orders concerning the number of mechanics on the track, or personnel in the pit. I have no room here to go into the details of keeping a lap scoring chart, but nobody must approach or distract the people who are responsible for this side of the business. If a signal has to be given to the driver, the same mechanic should always hold the board, and he should not put on nor remove any garments, for that would make him temporarily difficult to recognize. It is a common fault among pit managers to bother the driver with unnecessary information. You will notice that the Alfa Romeo team are models in this respect, but one sees such a mass of figures being exhibited from some pits that I'm sure they put in the test match scores for luck.

The mechanic concerned with signalling must know exactly where he may or may not stand for this purpose. Anybody who wanders in front of the pit may obstruct this work or blanket the timekeeper's view. If unauthorized people appear likely to get in the way, the pit marshal should be asked to do his duty.

As the time for the refuelling stop approaches, the staff should all take up the positions which practice has shown to be best. The lap scorer should take no notice whatever, for he must not miss a single car. Official scoreboards are not necessarily up to date or accurate, and so no excitement in his own pit must hinder his vital work.

The greatest mistake that a driver can make is to dash into the pits too quickly. If he skids in with a scream of brakes, he may save a fifth of a second, but he will scatter his own mechanics, and thus waste much more time than he has gained. A good deal of oil gets spilt in the pit area, too, and this may cause the car to overshoot its own depot. In the past, cars have even struck the pits, causing damage and personal injuries, which is an unforgivable thing.

It must be realized that the driver will certainly be deaf, and so the less conversation you need have with



him, the better. He should be given a drink, and most people prefer something sweet under these conditions. A plastic mug is advisable, for a glass can easily get broken. During the refuelling, it is a very good idea to cover the driver right over with a mackintosh sheet. Racing fuel is very corrosive, and a few splashes of it can cause almost unbearable discomfort. In the few seconds while he is covered over, the driver can finish his drink and clean or change his goggles.

By the time the sheet is whipped off, the driver should have switched on and be pumping up pressure. If the car is to be pushed off, he should already have the right gear engaged and the clutch held out. It is usually advisable to hold the throttle wide open too, for one often sees a slow start, or even plugs fouled, through too rich a mixture under these conditions.

On starting away from the pits the driver must be very careful not to obstruct other cars, and this, of

course, applies to coming into the pits as well. As soon as the car has gone, all equipment must be put back in the proper places and everybody should be prepared in case the car comes in again. It frequently happens that, after being stopped, a racing car "loses" a plug on the first lap, and so one should always prepare for the worst and hope for the best. Let us trust, though, that your good old barrow will come screaming past, and that you will receive that most eloquent signal, a raised thumb.

I have no room to discuss the strategy and tactics of motor racing at this writing. Nevertheless, I hope that some of my remarks may be of assistance, particularly to Formula 3 people, who may soon be involved in long-distance racing for the first time. I hope, too, that I may have given a little limelight to that over-worked and under-publicized body of men, the racing mechanics.

RUSSELL  
LOWRY'S

## NORTHERN LIGHTS

SUCCESSFUL TRIALS—JEKYLL AND HYDE DRIVERS  
OVERSIZE TROPHY—FORTITUDE—BOUNCERS—F.T.D.

THE popularity of various events in the North waxes and wanes almost with the regularity of the moon, although the process takes longer. It seems to need about four years to establish an event as a prime favourite, and rather less to destroy that popularity. People who find their entries falling off would do well to study the methods of their friends and rivals.

Among the trials that have definitely "arrived", must be numbered the Kitching Trophy Trial, run by the North Midland Club. The entry list for this recent event was equivalent to the total membership of the club only a few years ago, so it is obvious that the right formula for success has been found.

Another candidate for honours is the Lancashire and Cheshire Car Club's Derbyshire Trial, which will be held on 22nd April. I understand that three first-class new hills have been discovered (no mean achievement in such well-combed country) and there will be eight hills altogether, with two new driving tests. The start and finish will be at the Bull-i-th-Thorn, Hurdlow, seven miles from Buxton. Invited clubs on this occasion are the Sheffield and Hallamshire, North West London, Sunbac, Hagley and District, Y.S.C.C., Lanes A.C., and North Midland M.C. After much discussion, the Competitions Committee have decided to adopt the Order of Merit system of awards, so there will be no "opposite class", but trophies for first, second and third places, and the usual subsidiary awards. Both the tests, by the way, will be electrically timed. Regulations will be available towards the end of March, from Dr A. W. Lilley, Herries, Barrow Lane, Hale Barnes, Cheshire.

YOUR trials enthusiast in full war paint is not a particularly handsome object, and indeed, it is quite a common experience to find oneself talking to a smoothly groomed and brushed figure at a social gathering, and

to be quite unable to recognize in him the mud-spattered individual dressed in the cast-off remnants of half a dozen armies, with whom one nattered the previous day.

Among such strange transformations, Bernard Thompson ranked high when seen at Pilsbury the other day—an unfamiliar sight in a gent's natty suiting and city overcoat, topped off by a handsome cigar!

\* \* \*

CYRIL BOLD is out and about again after falling victim to the Northern plague. Nobody knows quite what his plans are, but it was thought the other day that a new and secret engine was being delivered to him. A large lorry drew up outside, and with much puffing and blowing, the crew unshipped and delivered a vast packing case. Every tool in the place was assembled to get the case open, and a hydraulic hoist was called in to lift out the contents. Thereafter, the Bold walls had to be strengthened, and his foundations underpinned to carry the burden—a challenge shield, hereinafter known as "The Thing". Some awards are almost embarrassing to win, and Cyril is not looking forward to sending this one back. A grain or two of salt may be found palatable with the above story, which is, nevertheless, founded on solid fact.

\* \* \*

ONE of our more rubicund Northern enthusiasts has spent his commercial life during the last four or five years as a . . . Mortician. Although quite capable of assuming the appropriate expression of mourning, George was apt to break out in a grin (on one side of his face) or a wink, if ever he saw a fellow enthusiast while going about his lawful occasions. The results were sometimes distressing, and we learned with a sigh of relief that this worthy friend has now gone back into motors.



CHEERFULNESS in adversity is always a quality to be admired, and the crew of the Special known as "Dumbo", certainly showed it recently. They came to rest in the Pilsbury water splash, and spent such a long time there that Dumbo's sump filled up with water. Having got out of the river, the sump had to be drained and the countryside combed for some fresh oil, which was eventually obtained from a farmer. Then all the usual drying-out operations had to be performed before mobility could be restored. Darkness had closed in and it was snowing hard before Western could get the car up Pilsbury Hill and on to the road again, but he turned up smiling all over his face, hours later, to sign off at the Eagle in Buxton.

NOBODY wants to squeeze "standard" sports cars out of trials, and a number of clubs include them in a special class in their sporting trials. It must be admitted, however, that they don't as a rule get much of a showing, as standard ground clearance and power-weight ratios are quite out of keeping on present-day courses. Mudguards and running boards suffer agony, even on non-chassis-breaking sections. Sports car owners are now finding their fun in rally-type events, but I think it would be worth while and only fair, if organizers of the rougher type of trial included a separate hill or two for the "standard" cars to make up for those which they cannot or don't need to tackle.

AMONG the Lucky People who received their Z papers is Donald Ackernley, who knows all about the most advanced forms of electricity, so is going to be called on to spend a fortnight in training. He is hoping to get his DB2 Aston Martin in time to take to camp with him, and if he is lucky, will no doubt administer several shocks, not all of which will be electrical. Although he is quite philosophical about the matter, it is found that people who make noises like a hive of bees in the immediate vicinity of C.Q.M.S. Ackernley, J.D., are not frightfully popular.

IT is generally agreed that the job of pumping up tyres after an observed section falls to the lot of the passenger. The code is not always adhered to, and indeed, some hard-working passengers are so puffed by the time they've bounced their way up a hill, that they are in no condition to pump anything but their own lungs. As a pleasing variation, some people are now carrying two pumps,

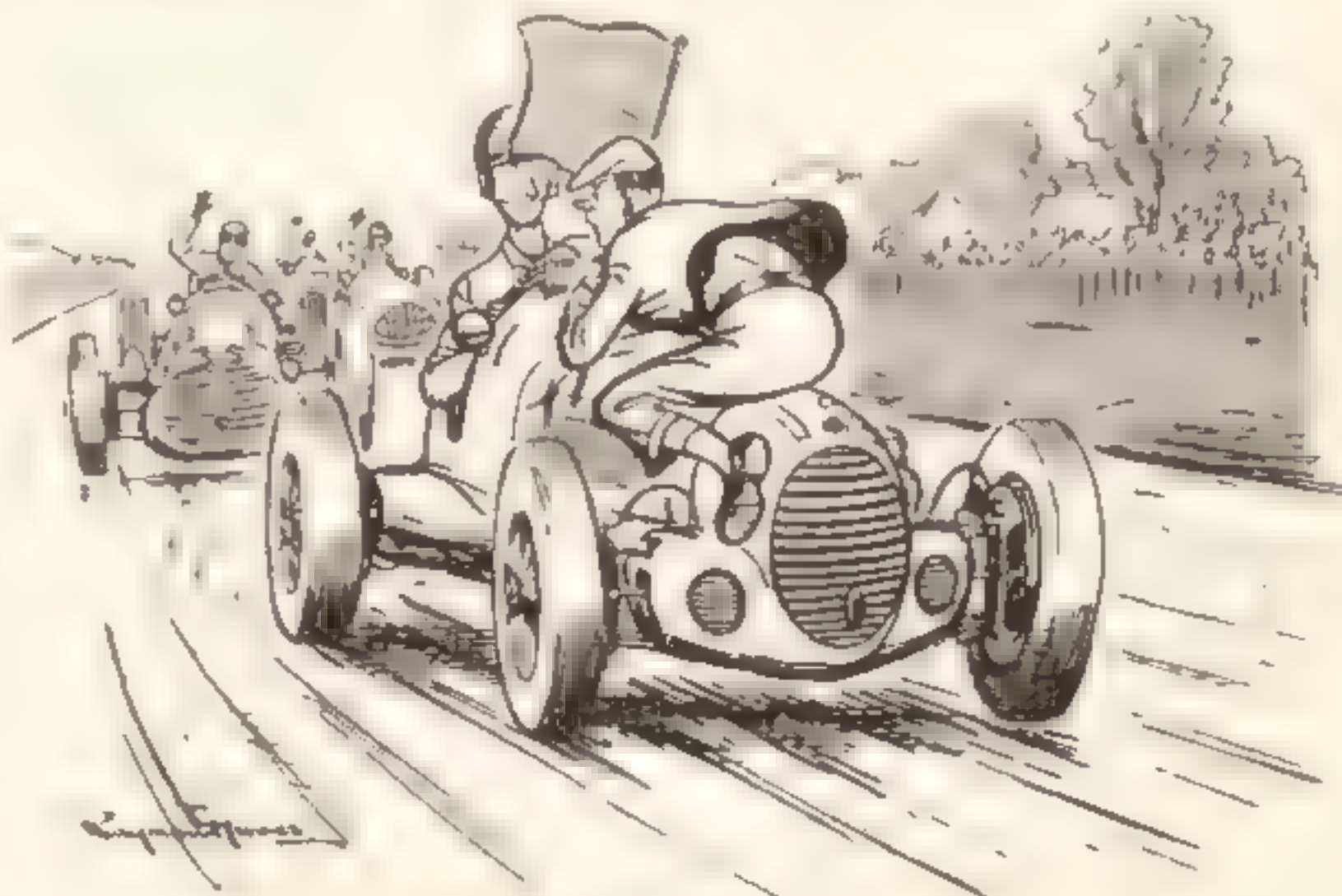
so the driver and passenger can each take a wheel. This seems to be a reasonable application of "fair shares for all". Speaking of passengers, it is extraordinary how little interest some of them manage to take in the performance of the car, and how disinclined they are to do a spot of bouncing. Others bounce like mad whether it is necessary or not. It is a real joy to watch the perfect co-ordination of such crews as Tony Aldred, the Harrisons and the Hopkinsons.

AMONG items of gossip going around, is a new interpretation for the letters F.T.D. (which we still use up here in preference to B.T.D.) and which may now be considered as meaning "Frightened to Death". There is also a suggestion that those wickerware baskets which used to ornament cars of long ago, and served for the transport of umbrellas, would look very nice encasing the exaggerated handbrakes of some of our trials' Specials.

During the winter, one of our technical friends has been working on an improved edition of the weather instrument in which the little man and his wife pop out of the cottage. The new version will be a thermostatically controlled brazen anthropoid.

(The B.T.D. is generally used in preference to F.T.D., in that as time can neither be fast nor slow, "Best Time of the Day" is strictly more correct than "Fastest Time of the Day". However, it matters little if people understand what both mean.—ED.)

I WAS evidently wrong in trying to re-christen the Lancashire and Cheshire Car Club's bulletin "The Gale Warning", as it is in fact written and compiled by the Club's energetic Chairman, Roger Powell.



"NOW CAN YOU SEE THE PERISHING BLUE FLAG?"



# The Overhead Camshaft M.G.s

## THEIR OVERHAUL, MAINTENANCE AND TUNING

by Philip H. Smith, A.M.I.Mech.E.

**A**FTER a few minutes running, the rocker-box should be whipped off, and the engine restarted with it removed to check that oil is reaching all the cam-follower ends, it is undesirable to run the engine too long, or too fast, with the cover removed, as oil is apt to spray all over the place, and makes the discovery of genuine oil leaks, if any, more difficult. If any of the cam-follower oilways are not passing lubricant, which is most unlikely at this stage, recourse must be made to the squirt and special pointed nipple mentioned earlier, as an essential accessory in the workshop. This should do the trick, but if the worst happens and the hole will not clear, there is nothing for it but to dismantle the component. Do not leave it in the hope that the pressure will clear the obstruction in due course. It won't.

### "Head" Side Oil Pressure

However, assuming all is well, replace the rocker box and run up the engine at 1,000 to 1,200 r.p.m. until the oil is nicely warm. Incidentally, the oil pressure in the cylinder head system, *i.e.*, on the "head" side of the restrictor pin, is about five lb. per sq. in. Obviously, this pressure is not unduly critical, the only thing being that if the restrictor passes too much oil, it is liable to drop the pressure throughout the system, as well as passing far too much to the camshaft and valve-gear, with the likelihood of oiled plugs as a result of valve-stem leakage. Too low a pressure in the head is again undesirable, but so long as there is visual evidence of plenty of oil on the bevels and cam gear, there is no need to worry.

This point regarding oil pressure in the head is emphasized in case, as a reader mentioned recently, the restrictor pin hole has been brutally drilled out oversize, so that a standard pin, or one made to standard dimensions, will not do. In such cases, it is possible to bush the hole to allow of a standard pin being fitted. A simpler plan is to make an enlarged pin, and grade the "flat" thereon by trial and error, until a pressure of approximately five lb. is obtained in the head oilways. This pressure can readily be measured by connecting a gauge to the oil hole which will be found on the right-hand side of the head near the front. This hole, normally blanked by a hexagon plug, is screwed  $\frac{1}{8}$  in. gas thread, and fitting a suitable union will enable an ordinary oil gauge to be easily piped thereto.

To continue with our preliminary "light run": when everything is warm, remove the rocker-box again, and adjust the cam-follower clearances. The method of adjustment has already been detailed; very little movement is necessary on the spanner applied to the eccentric rocker-bushes, and the clearance is measured with a feeler gauge between the cam and the follower. Allow

.006 in. on inlet cams and .008 in. on exhaust cams. Don't forget the spanner is moved down to take up clearance, and with careful movement the exact setting can be gauged to a nicety. Finally, tighten up the clamp screws with a small spanner; being lock-washed, they do not need undue force.

As already mentioned, with the oil at normal running temperature, the pressure should be 60 lb. per sq. in.; if a higher pressure persists, it is advisable to remove the pressure relief valve spring and grind off, say, half a coil to reduce pressure. If this does not bring it down sufficiently, grind off a little more. Theoretically, the relief valve should by-pass at 80 to 90 lb., so that at any oil temperature (except under extremely cold conditions) the pressure should not exceed this. In practice the ideal is rarely attained, and it is sufficient to see that the pressure at normal running temperature is adequate. With new bearings, naturally, the "cold" pressure will be higher than usual, but this does not matter so long as it does not persist. Too high a pump pressure for extended periods will cause undue wear of the pump drive gears, and puts an excessive strain on pipe unions. The writer must ask to be excused if he seems to be labouring the point, but there is a lot of misapprehension regarding oil pressures, and it is sometimes a signal for alarm and despondency when two otherwise identical cars show pressure readings differing by, perhaps, 20 lb. under identical conditions. The point is that there is no particular virtue in running a pressure greatly in excess of the normal figure, and that the latter can vary within surprisingly wide limits without the slightest harm.

### Bearing Clearances and Oil Flow

Very slight variations in bearing clearances can affect the resistance to flow, and hence the pressure, to a surprising degree, but if circulation is maintained to ensure that the oil film remains intact (which means sufficiently to dissipate the heat) all is well. On the other hand, an abnormally low pressure such as one gets on worn engines, is of no use, since the oil supply escapes through the excess clearance on the non-loaded side of the bearing, whilst the film on the loaded side becomes overheated, and breaks down.

It should be mentioned that pressure gauges are easily damaged, and if there is any doubt about the accuracy of the one fitted, it is essential to check it against an accurate one. Finally, the sump holds one gallon of lubricant, and racing oil (*e.g.*, Castrol R) is not recommended for anything but racing (and this means "real" racing!). Stick to the recommended mineral brands.

(To be continued)



**R**UMOURS and counter-rumours continue to fly around of super new Continental "500s" designed to lick British Formula 3 machinery. After a fairly close study of the latest cars from abroad, I feel that the foreign menace is still woefully weak. Apart from one machine, there is little that will trouble our Coopers, J.B.S.s, Emerysons, J.P.s, Kiefts, Jotas and whatever else will be racing in furrin parts, for several months at any rate.

There is no denying that the Italians are clever engineers. In the past they have constructed very rapid little "500s" such as Nibbio and Tarf, both designed to travel mostly in a straight line. Up till now they have had very little experience of Formula 3 racing, and even their supposedly very formidable Giau and Nardi-Danese "500s" are still in the development stages, and will require a full season's racing before they are capable of defeating the British stuff.

What British drivers have been more than a trifle worried about is the likelihood of the very fast Gilera and M.V. "fours" popping up in half-litre chassis, to say nothing of the wide-angle Guzzi twin. It is now fairly certain that it will be some considerable time before any of these three power-units are made available for car work. In any case, despite the very high speeds attained by motor-cycles, it is by no means certain that all three are as reliable as their makers would like them to be. M.V., in particular, will be so busy keeping really raceworthy material available for their British star rider, Les Graham, that there won't be overmuch time to spare for experimental Formula 3 work.

Gilera, too, are fully committed for motor-cycle racing, whilst Moto

Guzzi's policy is strictly the same as that of Norton Motors. If folk like to buy bikes and chuck away the frames for the sake of the engines, well, good luck to them, and the factory doesn't want to know about it! Actually, there are very few "works" Guzzi twins kicking around, and that is the only power-plant of that make worthy of consideration for Formula 3 work.

The Giau is a reasonably good design, but I cannot for the life of me see a water-cooled "four" giving our Norton-powered cars even a fair chasing. This Taraschi-Giannini project is a front-drive machine with a twin-o.h.c. motor said to push out 42 b.h.p., which I frankly doubt. This would give it a superior output on a b.h.p. per litre basis to the 1,100 c.c. Simca-Gordini, or even the Formula 2 Ferrari. Unless Berardo Taraschi has performed a near miracle, I question very much whether there is in existence today an unsupercharged, water-cooled 500 c.c. engine developing anything like this power. I may be entirely wrong, and doing the Giau's builders a grave injustice, but I will have to see one of them beating up a British Norton-engined "500" before I will accept this figure.

A description of the Nardi-Danese I will leave to Gerard Crombac who has been busy obtaining "gen" on this car which is much-publicized in the U.S.A. I have seen many adverts in American auto journals offering Nardi "500s" with Gilera four-cylinder motors, but the one I know something about is a rear-engined affair, fitted with a vertical-twin Carru engine, which bears more than a superficial resemblance to the British Royal Enfield v-t. The chassis is

# Formula

## The Foreign Challenge I Appear to be Best Prepared



**F.W.D. VERSUS REAR DRIVE:** An Emerson-Cooper duel at Brands Hatch last season. Both marques will wear British racing green abroad this year.

based on the well-known triangulated tubular frame used in the 750 c.c. BMW and 2,300 c.c. Alfa Romeo powered sports cars.

There are, of course, several other Italian Formula 3 cars under construction, such as Tracardian and Urania, together with one which is being kept decidedly hush-hush. I believe that the two first-named cars have BMW engines.

For this season, I do not rate Italian opposition very high. Even if M.V. and Gilera engines were made available; to stand any sort of chance against the British cars, quite a considerable amount of experimental work would be required. It is known that neither of these "fours" takes too kindly to dope, and for cooling purposes in a car chassis, alcohol fuel is practically essential. The problem of installing a high-revving, "power-at-the-top" only type of motor in a four-wheel frame, is vastly different from having it in a two-wheeler of less than half



**MONOPOLETTA:** Close-up of the 1950 prototype, showing Cooper-type suspension, and transverse mounting of BMW engine. The 1951 cars have wire wheels, and are altogether much lighter and more powerful.



# 3 Facts

## mined—Germany Would Test Britain's Supremacy



the weight, and open to the atmosphere.

Turning to Germany, however, we find a real challenger, and one that has had plenty of time to develop. I refer, of course, to the Polensky-Eckhardt Monopolettas. As in the case of many Continental "500s", the layout is in the Strang tradition, and has many points of similarity with the Cooper. For example, Fiat-pattern transverse leaf and wishbones are fitted front and rear, with 45 degree telescopic dampers. However, although the engine is located behind the driver, shaft drive is used, together with a differential. The frame is built up from tubes, and hydraulic brakes are fitted to the Rudge-type knock-off wheels, which have special Borrani light alloy rims.

There are no major cooling problems. The cylinder heads of the special BMW "flat-twin" dope motor stick out through the body sides and are well out in the airstream. Crankcase cooling is effected by means of ducts. The BMWs used in the new Monopolettas are

By  
**GREGOR GRANT**

not re-hashed, pre-war units. They have been evolved specially for use in cars, and have many differences from the push-rod BMW engine which was not particularly noted as a producer of prodigious b.h.p. Polensky is nobody's fool, and knows as much about "Be-em-Vees" as anyone in Europe. The motors used in his Monopolettas are passed out with a Heenan and Froude dynamometer reading of 45 b.h.p. at 7,500 r.p.m.

However, this remarkable power-output is somewhat offset by the weight, which is close to 600 lb. (dry). Also, in obtaining this b.h.p., Polensky must have sacrificed much of the power at low r.p.m. which gave his earlier cars such excellent acceleration. Nevertheless, the Monopolettas is probably the most formidable of all Formula 3 cars that will attempt to stem British supremacy. Some 15 of these cars are in course of construction, all with 6 ft. 4½ ins. wheelbase, and 3 ft. 11½ ins. track.

The L.T.E.-Brilliant designed and raced by Ferdi Lehder will probably not be developed any further, and cannot now be seriously considered. The Scampolo people have abandoned DKW engines in favour of

BMW and the latest cars have a De Dion type axle. In all probability, the gearbox-cum-final drive-cum-diff. unit is ex-DKW front-drive. At any rate it is driven from the centre of the BMW crankcase by a diminutive shaft.

Unless Deutsch and Bonnet have coaxed a great deal more power out of the modified Dyna-Panhard engines, there is little to fear from the several DBs. There is one in existence with a "double-knocker" Norton engine, but it is expected that the partners will continue to experiment with the Panhard. No other French "500" can offer much in the way of serious opposition, and that also applies to the Belgians. Switzerland's Kaspar is still an unknown quantity, whilst Swedish Effyhs will have to get some road-holding from somewhere, and their D.T.J.A.P. motors may not be able to hold the latest British engines. Czechoslovakia's new two-stroke single-cylinder Aera "500" looks, on paper, to be underpowered.

I can only repeat that, with the possible exception of the Monopolettas, no other car at present in existence possesses anything like the race-winning propensities of the latest British cars.

Anyway, we shall see what we shall see, and my money will be on British-built half-litre cars for the 1951 season.



**DOUBLE-KNOCKER:** The twin-o.h.c. Manx Norton power-unit is one of the main reasons why Continental "500" designers may find it difficult to beat British-built cars.





*NEW HILL: J. Mitchell (Ford) tackling the approaches to the first hairpin on Hanging Flat.*

yards, saw to it that the urge was duly delivered to earth. Then, after a string of failures, Leslie Winder (Austin) tore up, also with the help of a hard-working passenger. The surprise packet on this hill, however, was provided by Bill Underwood, whose Ford-based home-built Special was being given its first outing. As he sat on the starting line, no one, least of all himself, expected anything but the customary gallant try, yet the little green car just quietly motored itself over all obstacles, to disappear in the distance! Hereafter, there were a number of successes, including Alan Hopkinson (Bancroft), Jack Clegg (Clegg), A. W. Lilley (A.W. Special),

## THE NORTH MIDLAND MOTOR CLUB'S **Kitching Trophy Trial**

A VICTORY FOR T. C. HARRISON

**T**HOUGH snow lay deep on the high ground of the Peak District on Sunday, 25th February, and occasional flurries swept through the Derbyshire Dales, conditions were not unpleasant for the Kitching Trophy Trial. This was the sixth of the series, and the event is becoming so popular with Northern enthusiasts that a very satisfactory entry of 64 cars had been received. Leaving that well-tryed starting point the Eagle Hotel, Buxton, competitors found the first section at Parson's Precipice. This starts in a grassy (and greasy) lane, turns through a gap in a stone wall, and proceeds up the open hillside. Early arrivals tried to negotiate the gap in a sort of six-wheel drift, and though H. R. Payne with the ex-Blakar reached the second sub-section by this method, it obviously was not the answer to the hill. F. Harrison seemed to have a personal grudge against the wall, and not drifting wide enough, found himself straddled on its boulders. It remained for Cuth. Harrison to show the way. He completed his turning movement while still in the lane,

then pulled the trigger and simply shot up the hillside. The new version Harford was obviously delivering the goods. Next to register a clean climb was Reg. Phillips (Fairley). Lilley and Butler were also successful, and Ken. Scales, driving the original Harford with a late number, completed the list. It was already obvious that the Precipice, sometimes quite an innocent section, was going to prove one of the most difficult of the day

### Ghost Quarry

The next obstacle is known as Ghost Quarry, and once more runs up a rough hillside, but this time from a straight start. The first hump is very steep, and proved the downfall of most of the failures. George Wood in Tommy Wise's old car, was cracking really well when the motor suddenly left off, and that was that. Tony Alldred (Ford), looked like making it, but in spite of mighty bouncing, didn't quite. Cuth. and Kath. Harrison had the whole thing summed up. Cuth. produced the power, and Kath. with one mighty bounce about every five

Reg. Phillips (Fairley), A. A. Butler (Clegg), Barbara Kemble (Ford), A. W. Francis with the Mercury-engined H.R.G., and right at the tail end, Scales in the Mark I Harford. Ken. Bailey, who originally discovered the hill, slithered into a deep rut and stuck.

### New Discovery

So to Hanging Flat, a new and notable discovery on very private property (others please note). This hill is really steep, and surfaced with mud and leafmould. A back-breaking hairpin climbs up through trees before giving place to a wicked stretch of slimy stones. The hill was divided into nine sections. Cuth. Harrison showed the way up with the first clean climb, in spite of a nasty moment with an airborne front end. Leslie Winder also made the grade, but Reg. Phillips, who by now looked like fighting the issue out with Harrison, clouted the unyielding rock on the hairpin, and so lost vital marks. Ken. Bailey made the hairpin, but stuck right at the top. Spectators scattered at Wallwork's arrival, but the precaution





was unnecessary as he couldn't get away from the hairpin. Then Bill Underwood fell from newly acquired grace and also clouted the hillside. Not so the Hopkinson équipe, which saved the day by hard bouncing on the hairpin and got away to score another clean climb. Altogether, 15 of the entry got through all sections without penalty. Of these, Barbara Kemble made probably the nicest climb of the day and Ken Scales the most meritorious, as he was the only late number to manage it.

#### Bad Day for Normal Cars

After lunch at the Crispin Inn, innocuous sections known as the Beanstalk and Dirty Lane were dealt with, but claimed their victims only among the "Standard" cars, which were having rather a rough



day. Washgates was wisely excluded as the afternoon was running short, so the last obstacle was Pilsbury. The splash was not observed, but the hill itself is becoming definitely rough, and made an interesting climb. George Wood had the misfortune to get stuck in

the river, and Reg Phillips got too far downstream into deep water, but emerged successfully with much gurgling from the motor. On the hill itself, Ostroumoff (Dellow) was seen tearing off handfuls of power to make a very impressive ascent. Spence (B N. Special), also motored very nicely, but Bert Cryer suffered from fuel starvation, and went up in fits and starts. Arnold Pownall's big Rojahn threw mud all over the countryside as it fled upwards.

#### Harford's Day Out

It was nice to finish in comfortable daylight at Buxton, where the backroom boys got down to it, and in due course promulgated the results, which showed that the two Harfords, in the hands of Cuth Harrison and Ken Scales, had dominated the day, although Reg Phillips' argument with the Hanging Flat hairpin had probably cost him a victory. Butler was perhaps the unluckiest of all, as he was one of the only four to return a clean sheet.

*GOING DOWN: (left) Kitching Trophy winner Cuth Harrison (Harford Mk 2) descending into Pilsbury watersplash.*

*DOWN: (below) Reg Phillips' Javelin powered Fairley with bow well awash in mid-stream.*

but dropped no less than 10 marks for clouting a pylon in the test. Among the "Standard" cars, it was even pegging between Oates and Dickenson in M.G.s, the former carrying the day by a five-second margin over Jimmy Hart's Special Test.



# Correspondence

## Trials Specials

AT the risk of raising protests from some quarters, I would like to say that I have noted with satisfaction the growing reaction against the trials special, and the freakish trials course. Its latest manifestation is the new type of trial to be run by the Hants and Berks, and the Bristol clubs, referred to in "Sports News" recently.

By trials special, I do not refer to those in series production such as the Deaow, neither have I anything against the builder of the "one off" job, all power to his elbow and to his ingenuity, but I think he would be better off in events of his own, or motor-cycle trials, as I understand they both like relatively short "tough" courses.

To me, the absurdity of the present position reached its climax when I read a letter in AUTOSPORT recently wherein the writer suggested that, owing to the questionable roadability of some of the specials, competitors should now be "observed" over lengths of ordinary road, and penalized if they showed any lack of roadworthiness!

Reliability trials commenced, as far as my knowledge goes, with the idea of testing the ordinary road vehicle under other than ordinary conditions, and also the skill of the driver. Now we appear to have turned a full cycle and vehicles developed to conquer the extra-ordinary conditions must be tested over ordinary roads!

However, that apart, I think it is true to state that many trials nowadays cater for a minority, and the majority would not like to risk their cars in them. This is largely due to the fact that organizers must always keep the special in mind. As I have said, let him have his events, but I am pleased to see that there is a growing number in favour of the everyday, i.e., production, motor.

Such trials need not be "namby pamby". Plenty of interesting and enjoyable ones were run in the years before the war when Singer, Frazer-Nash and M.G.s were in their heyday; that is, before the latter began to get too specialized!

K. J. BLYTHE.

HENRI HEMPSTEAD, HERTS.

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## TC versus TD—Strategy in the Alps

IT is with some diffidence that I intrude upon the entertaining argument between "Alpine Widow" and Miss Betty Haig, but am emboldened to do so as my car has been mentioned by the former. Having taken this preliminary plunge, I now risk her wrath by declaring that Miss Haig is quite wrong in asserting, in her letter of 23rd February, 1951, that the timed climbs have no bearing whatever upon the final results of the Alpine Trial.

This was true in 1949, but "Alpine Widow" was dealing with the 1950 Alpine Trial, when these timed climbs definitely decided the 1½-litre class placings: indeed, of the whole entry, only 14 competitors escaped penalization for exceeding the allotted margin on the timed climbs, one unfortunate acquiring no less than 1,775 penalization points on that score alone.

In both years, the timed sections on the Autostrada and the Col di Stelvio and Col du Var had to be covered at or above the set average road speeds, which allowed a maximum of 20 minutes for a 1½-litre car.

There was, however, this important difference: in 1949 it was possible; in 1950 it wasn't!

This being so, that clause in the Regulations was invoked which briefly stated that, in the event of no car in the class complying with the set time the combined times of the fastest car would be taken as a datum time, and any car outside a 10 per cent. margin would be penalized. Despite Miss Haig's objection, I feel that "Alpine Widow" reasonably described this as a "bogey" system.

As a result, the timed sections necessarily became flat-out sprints, with each serious competitor trying his hardest to be the "datum" car, and to put that "datum" so high that other competitors would be penalized. This is a very different matter to Miss Haig's rosy picture of competitors driving to

WE are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the note-paper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

a known time: obviously the "datum" car could not be known until the finish, and no competitor could risk ruining a good class placing by easing on the climbs. It will therefore be seen that the timed climbs had a vital bearing on the results in 1950, and this is best illustrated by the climbs on the Col du Var.

At the bottom of the Var, 200 easy miles from home, the position in the 1½-litre class was this: 1, Shepherd (H.R.G.) 10 points; 2, Keller (TD) 50 points; 3, Kenk (TD) 110 points. In view of the fact that none of these lost any more points on the road section, as distinct from the timed climbs, they might be expected to finish in that order. The spectre at the feast was, however, represented by my H.R.G. 960 points down, struggling to finish, with a split petrol tank, on a jury rig of two gallon cans which were leaking at the seams, and losing us much time, although the motor was in good heart. Of the class leaders, the only one who knew that I intended to drive the Var absolutely flat in an attempt to secure his lead beyond all doubt, was Bill Shepherd: the M.G. boys guessed it, which is not quite the same thing, and, privately, hoped that I wouldn't get that far! However, we did, and made the fastest class climb, as on the Stelvio, as a result of which we became the "datum" car with a combined time of 20.44½. This was, of course, not known until the finish, and everyone was sure that, as Bill Shepherd had lost a lot of points (534 actually) through a coil lead coming adrift on the climb, Keller, with a 60 point lead over his team-mate, Kenk, was the class winner. In fact, Kenk and Lauga (Simca) alone made the 10 per cent. margin, and the unfortunate Keller, after a brilliant drive, was dropped into 2nd place by a timed climb penalization of a further 69 points.

The sad moral appears to be that even lame ducks can seriously affect the mighty, and I am sure Miss Haig will agree that in 1950, at least, everyone was doing their very best on the timed climbs to defeat an unknown "bogey".

JOHN GOTT.

ST. ALBANS.

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AS an impartial observer (being a "Vintavent" of the larger car variety) of the perennial M.G./H.R.G./TD/TC battles, I would mention that the Nottingham S.C.C., during the past season, included many "M.G. only" races in their events. In all these, and in handicap races for all comers, Dalton's TC consistently vanquished our sole TD—at our October meeting by 7 secs. and in a 5-lap race at Gamston, the TD being second. More TD's may have altered the result, and will be welcomed this season.

Finally, why is the Morgan never bracketed in these discussions as a vanquisher of the M.G.? Remember Silverstone Production Car Race '49? Or shouldn't I have opened my big throttle?

"12/60".

LINBY, NOTTS.

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## Oversize Tyres on the T-type

MR. C. J. FARR enquires for information regarding the use of 6.00 x 16 tyres on the T-type M.G. I used this size in Competition "knobbles" in 1938 and later with plain road treads. Since wheels of this size weigh about 65 lb., they take a little extra power to start turning them, and it



must be borne in mind that one is adding somewhat to unsprung weight.

The over-size tyres certainly give a softer ride and improve cornering, and if one is prepared to sacrifice a fraction in acceleration they are very satisfactory in use. I should point out that my T-type was a supercharged Competition special and I had 90 b.h.p. under my foot.

I also tried 5.50 x 17 tyres and wheels which made my speedometer read slightly slow. I found this an excellent size for sprint events.

JACK M. REISS.

MOORTOWN, LEEDS.

#### Bravo, Llandudno

It was very gratifying to read Russell Lowry's "pat on the back" for Llandudno in "Northern Lights" for 9th February. I think that much of the credit for the town's friendly attitude to motor sport should go to the Surveyor, Mr. I. A. Edwards, who not only owns a 1928 "4½" Bentley, now adorned with locally-built open coachwork in lieu of its original saloon body, but who also finished second in the 1950 Clubman's T.T. (I.O.M.) (1,000 c.c. class) on a Vincent "1,000". If only more local (and national) government officials were so motor-minded what a paradise this country could be!

As Mr. Edwards is seemingly too modest to blow his own trumpet, I have no hesitation in blowing it for him.

A. LEWIS.

LLANDUDNO, N. WALES.

#### Crystal Palace Racing

I would like to know if any club has tried to organize a race meeting at Crystal Palace since it has been re-surfaced? I, like A. G. Cooper of Stowe, also made a pilgrimage to the old circuit and can confirm his statements. Surely the authorities haven't gone to all the trouble of re-surfacing two miles of road just for the perambulators which are the only wheeled traffic in the grounds at the moment. I enclose a shot of the stands from outside the enclosure railings just above Stadium Dip.

R. J. KEMP

HESTON, MIDDLESEX.



A recent photograph of part of the Crystal Palace road circuit, taken by Mr. R. J. Kemp.

With reference to A. G. Cooper's article on reviving racing at the Crystal Palace, I should like to enlighten him on this matter.

At a recent meeting of the Croydon County Council and Crystal Palace directors, car racing was on the agenda, but unfortunately, it was out-voted on grounds of excessive noise.

There are no houses within two miles of the circuit, and I fail to see how noise would carry a greater distance than that. To my knowledge there were no complaints in pre-war days.

R. BOWSER.

THORNTON HEATH.

#### Chain Drive

If Dr. Bayley (issue dated 9th February) really thinks that I have been "annihilated" in the chain-drive contest it can only be because he either cannot understand or does not believe in mathematical reasoning.

In the hope of convincing him and any other remaining believers in the "Bolster theory" I have built a model. It consists of a countershaft mounted in a fixed frame and driving a G.N.-type axle. The chain gives a 2:1 reduction. The radius rods are extended forward of the countershaft or are counter-balanced so that the road wheels are normally clear of the ground. When the countershaft is given an angular acceleration in a "forward" direction it is found that the axle moves downwards until the wheels touch the ground; i.e., the axle assembly rotates around the countershaft in a direction opposite to the direction of rotation of the countershaft itself. This, of course, is in accordance with mathematical theory but in direct contradiction to the "Bolster theory". Alternatively the counter-weighting can be adjusted so that the wheels rest lightly on the ground. Treating the model as the Mays sprint car and accelerating the countershaft in the appropriate direction it is then found that the wheels move upwards off the ground. (I am not suggesting that such effects actually occur on the Mays sprint car because, for one thing, the chain ratio is 1:1). The absence of any up or



The model constructed by Lt.-Col. Archdale, which behaves precisely as its builder says it does in his accompanying letter.

down movement with a 1:1 ratio cannot be demonstrated conclusively on the model owing to bearing friction which, of course, tends to rotate the radius rods in the same direction as the axle. Friction effects are relatively very great in small-scale models, which undoubtedly accounts for conflicting results obtained by other experimenters. The fact that with step-up chain ratios the radius rods tend to rotate in the same direction as the wheels has been demonstrated practically by the "trick cyclists" with their inverted bicycles.

A. ARCHDALE, LT COL.

MANORBIER, PEMBES.

It is only fair to point out that John Bowser's article made no reference whatsoever to a 2:1 ratio. His actual words were: "If you imagine a typical sprint racer of the period, the rear wheel driving sprockets and those on the countershaft would be of equal size and the distance between their centres would not be much greater than the radius of the road wheels. If resistance were applied to the rotation of the latter, the countershaft sprockets would try to carry the whole axle assembly round with them, compressing the springs as they did so. If the dimensions were as stated above, the force applied to deflecting the rear springs would almost equal the power available to push the car forward. Therefore any sudden acceleration would tend to fling the wheels off the road at the precise moment when they should grip it most so." Raymond Mays has turned his most serious disadvantage of the side chain to his own purpose. By moving the bevel gear and countershaft right to the back of the chassis, he has arranged for the chain of his new sprint car to run forward instead of backward. Consequently when he accelerates, his wheels will be flung down on to the ground. —Ed.





# NEWS FROM THE CLUBS

## AN "ALL FOOLS' DAY" FROLIC

NOTTINGHAM Sports Car Club are holding a *Rallye Skittleque* on 1st April, a light-hearted route-finding affair, which will involve a run of under 100 miles, preceded by a qualifying lap of a special course, said lap being rather ominously required by the regs. to be completed "in a manner prescribed by the organizers", which can mean anything. Rally rendezvous is at the Ferry Boat Inn, Stoke Bardolph, and antics begin after one p.m. The finish will be at Ye Olde White Hart, in Newark market place.

\* \* \*

## HARROW A.G.M.

THE Harrow Car Club held their A.G.M. at Greenford, Middlesex, on 2nd February. The President, A. E. Moss, was in the Chair, and satisfactory reports and accounts from the Secretary and Treasurer were received and adopted. S. G. E. Tett was re-elected Captain, and D. H. Drew was elected Secretary. After formal matters were settled, V. S. A. Biggs gave a film show, which included last year's rally efforts.

\* \* \*

## EDINBURGH U.M.C. RALLY AND TREASURE HUNT

G. S. Ferguson (Humber) Best Performer

WEATHER could hardly have been better for the combined Treasure Hunt and Rally held on Sunday, 25th February. Nineteen car entries ranged from a Type 55 Frazer-Nash BMW and a 2-litre Mercedes-Benz saloon to a vintage Hillman and Humber.

The course was over 75 miles, with Time Controls at Falkirk, Carlisle and Biggar, and Clues and

Treasure to be found *en route*. An M.G. TC retired on the course, and an M.G. Magna, which suffered fuel pump trouble, was very late at two of the Controls.

On arrival at the final Time Control at Hartree Hotel, Biggar, cars went straight into eliminating tests in the car park. D. M. Weir's Frazer-Nash BMW put up a very fast time in the "Wiggle-Woggle" Test, but unfortunately went off the course in the second run. G. H. Robertson's 1½-litre Riley also put up a very fast time.

Tribute was paid at the dinner, held afterwards, to the Organizing Secretary, G. W. Dakin, who was responsible for the success of the meeting.

### Results

Best Performances: G. S. Ferguson (2 h.p. Humber).

Class A: G. H. Robertson (1½-litre Riley).

\* \* \*

## NORTH-EASTERN M.G. WEEK-END

SECRETARY Harry Pounder, of the S.N.E. Centre of the M.G.C.C., informs us of further arrangements for the week-end party at Monk Fyston Hall on 17th March. The gathering will take place on Saturday afternoon to allow members with long distances to travel to arrive in comfortable time. A special overnight accommodation rate of 17s. 6d. for bed and breakfast has been arranged, and the Dinner Dance will cost 25s. a head. The Gymkhana will start at 1.30 p.m. on Sunday the 18th, at the

Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

aerodrome at Sherburn-in-Elmet, where members and friends attending will pay a fee of 5s. to become members for the day of the Yorkshire Aeroplane Club.

\* \* \*

## BEETHAM BORDER CAR CLUB

A NEW club is being formed to cater for enthusiasts in the Beetham area of South Westmorland. A nucleus of keen members is already in existence, and others are cordially invited to join up. The subscription is 10s. 6d. per annum, and the headquarters of the Club is at Greengates, Beetham, under the secretaryship of Mrs. R. Gannon. The intention is to hold at least two events every month. A hill-storming affair has already taken place, when all the obstacles were successfully overcome by Bill Burton in his Aston Martin. Incidentally, the Club is a keen supporter of the B.R.M. Association.

\* \* \*

## ALVIS O.C.'s 1951 PROGRAMME

FOLLOWING their policy of setting up Regional Branches, the Alvis Owner Club plan to hold the following events this year:

25th March	Cheltenham Rally. (S. and W. Midland Region.)
22nd April	A.G.M. and Hope Valley Meeting. (N. Midland)
20th May	Rally at Stilton, Huntingdonshire. (E.)
24th June	Thames Valley Meeting. (London and S.)
22nd July	Meeting at Bristol (S.W.)
26th August	Meeting at Lancaster (N.W.)
23rd September	Meeting at Tenby (Wales)
14th October	Welsh Border Meeting

The Hon. Sec. of the Club is R. P. Birks, 201, Yew Lane, Ecclesfield, Sheffield, 5.



## News from the Clubs—continued

SHEFFIELD & HALLAMSHIRE  
HUNT THE SIGNPOSTS

IT was a dark and stormy night around the Devonshire Arms, Baslow, on 24th February, when competitors set off to identify no less than 27 signposts from a sheet of photographs. Directions were given for reaching the first post, but thereafter, competitors were all on their own, and some of the pictures were taken from intentionally deceptive angles. Two and a half hours was allowed for the job, which means roughly one signpost every five minutes. Tense going, in an area full of queer lanes. Anyhow, Tony Aldred, probably with some assistance from a carefully chosen local-bred passenger, succeeded in completing the set with 20 minutes to spare! Others rolled in at varying intervals before the night was too old. Altogether a very amusing little party.

BRISTOL'S "SOCIALISTIC  
NIGHT PATROL"

I WAS on patrol duty on the evening of 22nd February when... Mobile P.C. Hotrod, delightfully accompanied by Policewoman Ima Poppett, was in close pursuit of the notorious Col. Bahkah when, on temporarily losing contact, he duly reported to the Full Moon Hotel for further instructions from the Chief. From thence he was joined by several squadrons of "patrol cars and motor-cycles" and, in strict accord with the Highway Code, the chase continued by divers routes in and about the confines of the City and County of Bristol. Though each patrol was equipped with a guide to Bristol streets this did not always provide reliable information in tracking the movements of the elusive Colonel. In due course it was learned that he had escaped over the City Boundary. Being knocking-off time the chase was called off and, from prior instructions, the patrolmen and women gladly reported to the Mile 3 Roadhouse where the kindly Chief had suitable welfare facilities arranged for his faithful "Officers of the Law."

Award of Merit for Conscientious Attention to Duty: Jim Bate and wife (Bentley). Runners-up: R. D. Price and "Miss Bickerton" (Allard).

## IMPROVEMENTS TO DUNDROD

## The Ulster A.C. A.G.M.

AT Saxone House at the recent A.G.M., two main topics of discussion occupied the attention of U.A.C. members. The first was the present alarming state of the Club's finances—the direct result of the uniformly bad weather prevailing in Ulster last year. Because of the lack of spectator support, every speed event run by the Club had resulted in a substantial loss, while even the monthly trials had suffered from insufficient entries.

The other subject discussed in some detail was the forthcoming Circuit of Ireland Trial, an event which gained distinction for itself last year by being the only one to make a profit. Mr. Arthur Fee expressed the view that if the Circuit became any more difficult, it would attract only trade entries, to which Mr. H. J. Catchpole replied that last year's event was won by a non-trader driving his family saloon. Mr. W. B. Groves hoped that it would never resemble the Monte Carlo Rally, as Cecil (Yes, Cecil, not Colin!) Vard had told him that he derived no enjoyment whatsoever from his performance in that event, and much preferred the friendly atmosphere of the Circuit.

Plans for the Ulster Trophy Race at Dundrod on 2nd June were also discussed, when Mr. J. W. Haughton announced that it would follow the usual pattern of a Formula 1 Scratch Race followed by a handicap event. To Mr. Fee's suggestion of a *formule libre* race, Mr. Neill replied that it would result in a small entry of obsolete cars, while he countered Mr. R. H. Wright's proposal of a Formula 3 event by expressing a doubt that 500 c.c. cars would last more than a couple of laps of the circuit.

The outgoing chairman, Mr. W. J. Haughton, described 1950 as a significant and memorable year in the Club's history. After years of negotiation, a new road circuit had been opened at Dundrod, over which the first race, the Ulster Trophy, had been run on 12th August. Drivers in that race and in the Tourist Trophy had pronounced the course an excellent one, and he had high

hopes for the coming year. Car parks would be properly drained, and permanent stands erected with access from outside the course, and he looked forward to seeing entries from other countries, and a large attendance of spectators. Being an international fixture, it had been chosen as the Club's chief contribution to the Festival of Britain.

Nominations having been made prior to the meeting, the following officials were then elected for the present year:—

President: The Right Hon. Sir Milne Barbour, P.C., D.L., M.A., M.P. Vice-Presidents: Captain R. L. Henderson, Commodore C. A. R. Shillington, and Messrs Harry Ferguson, F. M. Heyn and P. C. Welsh. Chairman: J. W. Haughton, O.B.E. Vice-Chairman: W. Cdr S. J. Harrison. Hon. Solicitor: H. J. Catchpole. Hon. Secretary: C. Gordon Neill. Hon. Treasurer: H. C. Reid. Trustees: W. P. E. Alexander and F. M. Heyn. Scrutineers: Commodore Shillington and Robert McAnn. J.P. Council: Messrs. H. A. Bryson, H. J. Catchpole, H. H. Cowzer, T. C. Richmond, C. E. Robb, W. M. D. Montgomery, W. H. Wilson, Dr. W. N. Jones, and Major C. F. C. Lindsay.

## C.S.M.A. RELIANCE TRIAL

SUNNY spring weather delighted competitors and spectators alike at the Civil Service Motoring Association's Reliance Cup Trial in Kent, last Sunday. The route was a tricky one, but entirely over metalled roads, and the required average of 24 m.p.h. proved far from easy.

The beautiful 1924 Rolls-Royce tourer of P. D. C. Brookes was admired with due reverence, and was impressive everywhere. Four folk arrived with clean sheets at the finish, where it was left to the tie-decider, a width-judging test, to sort this out, fractionally in favour of J. Latimer in a TD M.G.

## PROVISIONAL RESULTS

Reliance Cup: J. R. B. Latimer (M.G. TD). 0 marks lost, 2½ marks width penalty.

First Class Awards: D. English (Riley), 0 and 3 marks; R. M. Denny (Riley), 0 and 14 marks.

Second Class Awards: C. R. Y. King (Jeep), 0 and 5½ marks; J. K. Bell (Fiat), 1 and 1 marks.



# SCOTCH CORNER

## "BODACH" DISCUSSES THE SCOTTISH RALLY AND OTHER FUTURE EVENTS

ACCORDING to the blurb that has been appearing in some of the Scottish daily papers Scotland is going to put on a tremendous sports programme during the period of the Festival of Britain. But, as so often happens when the dailies deal in motor topics, this is only a half truth. Moreover, there are more clubs in Scotland than the Royal Scottish Automobile Club! Certainly, to date, however, it is the R.S.A.C., through the Rt. Hon. Tom Johnson, that has been receiving all the credit.

At the moment it is far too early to hazard more than a guess what good is in store for us, but here is a fair indication of what may happen.

Between 12th and 20th May inclusive, the proposed programme runs something like this. On Saturday, 12th, the Scottish Sporting Car Club have a race meeting but at the moment nothing more than this can be stated.

Competitors in the M.C.C.'s classic London-Edinburgh run will be in the Scottish capital on this date and no doubt some of them will be anxious to take part the following day in a Falkirk and District M.C. trial, plans for which Arthur Clarkson, Bob Hall and the other energetic "bairns" have been discussing ever since petrol came off the ration. Needless to say, this will be no pansy piece of motoring. Rather will it be a glaucous revel among the bings twixt Falkirk-Stirling with farmer Stanley Kay helping to provide the sticky sections.

### Four Day Rally

Then, the following day on Monday, 14th May, commences the four days' Scottish Rally of the R.S.A.C., to which I make further mention later. Monday and Tuesday will be spent in Grantown-on-Spey, while the Wednesday and Thursday will be in Glasgow.

Friday of the week seems, as yet, to be a blank date when failing engines can be re-vamped in preparation for the S.S.C.C.'s Scottish team trial, which will be held over a tricky course in the southern

uplands. For those, however, who would like a jaunt farther north, Aberdeen and District M.C. are laying on an aerodrome speed meeting at Longside. That, briefly, will be Scotland's Festival of Britain motor week. And a jolly enterprising one too!

Earlier I mentioned the Scottish Rally and here is available for the first time some outstanding points of the regulations. This ninth event of the series follows the same general lines with comparatively few changes. No night section has been included, and the headquarters, Grantown-on-Spey, offers excellent accommodation in most pleasant surroundings, as well as providing an ample choice of attractive itineraries which will show competitors some of the most interesting and beautiful districts of the Central and West Highlands.

### Six Classes

Only roads in general use will be traversed, and the several tests will be practical and varied, while they will be devised, so far as is practicable, to give equal opportunities to all entrants in the six classes.

The entry will be classified thus:—Class 1, open cars under 1,300 c.c.; Class 2, closed cars under 1,300 c.c.; Class 3, open cars between 1,300-2,200 c.c.; Class 4, closed cars between 1,300-2,200 c.c.; Class 5, open cars over 2,200 c.c.; and Class 6, closed cars over 2,200 c.c. The entry fee is £6 6s., and all nominations must be lodged with A. K. Stevenson, R.S.A.C., Blythswood Square, Glasgow, by Tuesday, 17th April.

Glasgow is the only starting control, and the route from start to finish—also at Glasgow—will approximate 800 miles, which will be covered at a 28 m.p.h. average. However, this average speed may be reduced on certain sections.

Cars may be inspected on any part of the route and marks will be deducted for such items as lighting system failure (3 marks), self-starter not operating (3), silencing system ineffective (10) and horn out of order (3).

Defects declared at the start will not be relieved of any deductions.

Regarding the special tests, the regulations say "the results of any, or all, will be taken into account in determining the awards".

In addition to the usual awards, the "Scottish Rally" plaque will be awarded to every competitor who completes the course.

As usual, there will be the traditional coachwork competition which, however, will be reserved for cars that have completed the road section, taken part in every test and gained 50 per cent. of the marks made by the first car in its class.

There will be three priced classifications as under:—(1) up to £600, (2) over £600 and up to £1,250 and (3) over £1,250. These classes will be sub-divided into open and closed categories. The entry fee for this is three guineas, and the lists close on 17th April. Copies of the regulations and entry forms are available from the Royal Scottish Automobile Club, Blythswood Square, Glasgow. Incidentally, in view of the difficulty of finding hotel accommodation entries for the rally will probably be limited, but in what manner it is not stated.

### The Men Behind It

Who are the personalities behind the Rally? Chairman of the R.S.A.C. Trials and Competitions Committee is Alen Wallace, who, while a comparative newcomer to motor sport, is definitely the man for the job, lacking nothing either in personality or energy. His committee is probably the most youthful that ever sat in Blythswood Square, and yet it cannot be said to lack men of practical experience, many of whom won their spurs with the old S.W.M.C. Here are their names:—Tom Forrest, probably the best trials convener that Scotland has ever produced, G. Murray Frame, Jr., of Alpine Rally renown, Alex. Frew, Jr., who officiates at most of the big R.A.C. events, Harold E. Gibbon, ex-Kinneil record holder, J. R. Weir, George M. Goudie, Irvine Kemp, Jr., George S. Marsh, James R. M. Miller and A. Tosh.



# SUCCESSFUL BURNHAM RALLY

North Staffs M.C. Enjoyable Event  
a Win for John Buncombe (Healey)

THE Staffs club entirely rang the bell at the first attempt with a rally to Burnham-on-Sea, last weekend. An over-subscribed entry of 64 took off from five optional starting points early on Saturday morning. All routes concentrated on Worcester for the run to Prescott where a lunch check was held, during which competitors made a timed ascent of the famous hill. Suitable basic times had been established for each class at a level estimated to be "well but not easily" within the capabilities of each. As a matter of fact these times proved too tight for the majority and only eight drivers managed to get within their limit. These were Buncombe (Healey), Oakley (Alfa Romeo)—who both got up in 62 secs.—Porter (Bentley) and Oldham (Allard) who made it in 68, Lambert (Allard) who took 70, together with Weldon-Jackson (Allard), Collins (Ford) and Richards (Alvis) who achieved 71. Small cars generally found the gradient too much for maximum performance, but all put up brave attempts and drivers thoroughly enjoyed the experience. The seconds lost might after all be regained in the driving test at Burnham.

Having dealt with Prescott, cars set off helter-skelter to average 30 m.p.h. on the run to the finish. As Bristol had to be negotiated at football-match time, there was little enough margin in hand. Some of the cunning ones found the Filton by-pass by an indirect approach, but not all were so clever. Very few marks were, however, forfeited at the finish which all Burnham turned out to watch in the afternoon sunshine.

After a thoroughly festive evening enjoyed with the full co-operation of the citizens from the Mayor downwards, competitors reassembled in the morning for a truly magnificent dice on the closed promenade. A boomerang-shaped course some hundreds of yards long was studded with all the components of a high speed wiggle-woggle, a hairpin round an ornamental rockery, a series of garages and a final dash to the finishing line. Quite the outstanding

performance was that of John Buncombe, who hurled his Silverstone Healey round all the corners in a continuous power slide to record 118 secs, which was so much the fastest that he could afford the five-mark penalty in one of the garages and still remain on top.

The next best was Cecil Heath with an XK120 Jaguar (126 secs). In the other categories A. D. Jones turned a neat 127 secs. in the up to 1,500 c.c. sports class, but R. Gouldbourn's M.G. was close enough with his Prescott time to give him the class award; D. Ryder (1½-litre M.G.) took the up to 1,500 c.c. saloons in 131 secs., mainly by dint of an almighty single reverse sweep round the garages.

The over 1,500 c.c. closed class was convincingly won by Peter Collins in a Ford Consul, this apparently being the first appearance in a competition of the new Dagenham product.

While all this was going on the cars were judged for a *concours* prize based on condition, age and mileage, in which David Porter's 1936 Bentley, with 15,000 miles on the clock, was found supreme. Incidentally, this car was previously the property of George Eyston.

## RESULTS

Rally prize: John Buncombe (Healey Silverstone).

Sports up to 1,500 c.c.: R. Gouldbourn (TC M.G.).

Closed up to 1,500 c.c.: D. Ryder (1½-litre M.G.).

Closed over 1,500 c.c.: P. J. Collins (Ford Consul).

Sports over 1,500 c.c.: Cecil Heath (XK120 Jaguar).

\* \* \*

## HANTS AND BERKS—TALK ON G.P. RACING

FEBRUARY 23RD saw a gathering of over 100 members and friends at the Great Western Hotel, Reading, to hear and see Rodney Walkerley give his annual talk, with lantern slides, on Grand Prix racing. The speaker described and illustrated the types of car taking part and the circuits on which they raced in 1950,

## COMING ATTRACTIONS

March 8-18. Swiss International Motor Show, Geneva.

March 10. Sporting Owner D.C. Trial, Chilterns  
Bristol M.C. and L.C.C. Trial, S. Glas.  
Omagh M.C. Trial, Omagh, N. Ireland.  
Cumberland S.C.C. Keswick Night Rally.

March 10-11. A.C. Owners' Club Night Trial, S. Herts. Start 8.30 p.m., Canons Hotel, Ware.  
Maidstone and Mid-Kent M.C. Night Trial, Charing, Kent.

March 11. Circuit of Syracuse, Sicily. (Formula 1).  
West of England M.C. Spring Car Trial. Start 11 a.m., Rickley Bridge, near Tiverton, Devon.  
N.W. London M.C. Trial, Hindhead.

Yorkshire S.C.C. 4/44 Trophy Trial, Blubberhouses. Start 11 a.m., Brook Street, Car Park, Ilkley.  
Loughborough College M.C. Night Rally, Leics.  
M.G. Car Club (N.W.) Duddon Valley Trial, Lake District. Start Bay Horse Hotel, nr. Garstang.

March 16. Lyons-Charbonnières Rally, France.

March 17. Sunbac Colmore Trophy Trial, N. Cornwall. Start Shipton-on-Stour, 10 a.m.  
M.G. Car Club (S.W.) Trial, Bristol.  
500 M.R.C. of Ireland Race Meeting, Newtownards Airfield, Co. Down.  
Grimsby M.C. Night Trial, Grimsby.

March 17/18. Lagonda C.C. Night Navigation Rally, Oxford. Start 8.30 p.m., Kings Arms, Stokenchurch.

March 18. M.G.C.C. (Scottish) Driving Tests, Turnhouse.  
Huddersfield M.C. Semi-Sporting Trial, Yorks.  
Kentish Border C.C. Trial, Kent.  
Weybridge M.C. Trial, Weybridge, Surrey.  
Sunbeam-Talbot O.C. Trial, Yorks.  
Mid-Derbyshire M.C. Navigation Trial, Derbyshire.  
Furness Dist. M.C. Towers Leck Trial, Furness, Lancs.  
Brighton and Hove M.C. Spring Cup Trial, Sussex. Start 11.30 a.m., Brighton.

and illuminated his talk with many characteristic asides and unpublished stories—which, regrettably, must remain so. Despite a breakdown in arrangements for the promised extension of licensed hours, a thirsty but appreciative audience listened, enthralled, until well past closing time.



### News from the Clubs—continued CORNWALL EASTER MONDAY HILL-CLIMB

**T**he Trengwanton Hill-climb, organized by the West Cornwall M.C., takes place on Easter Monday, starting at 2 p.m. Classes for motor-cycles, sports and vintage cars are included, and seven clubs have been invited to take part.

\* \* \*

### L. COLLINS (M.G.) WINS WELSH COUNTIES' TRIAL

**T**HE Welsh Counties' Car Club ran their Closed Trial on 25th February. The course covered 30 miles in Glamorgan and included five hills, two of which were new finds for the Club. Good weather over the week-end made the hazards easier and kept the water splash thankfully low.

The Wenault hill caused only one failure, but some marks were lost on the "stop and re-start" test half way up. The second hill, within half a mile of the famous old Caerphilly Speed Hill Climb, did better and claimed Mrs. Evans (Austin) and A. Ford (Ford V-8).

Spectators jammed the foot of St. Nicholas temporarily, and those who were on motor-cycles took the only way out—straight up the hill. There was real action on Cuckoo

**WELSH COUNTIES TRIAL:** The winner, L. Collins (right) climbing St Nicholas in his M.G. Below is P Gough (Austin 7 Spl.) entering a water-splash. He won a first-class award

Mill, Davies' Triumph-engined hybrid failing first time up, but romping up on the second run with back tyres at almost zero pressure, resulting in a puncture. Cadenne's Riley, and Ford's V-8 also failed, Alan Ford later climbing non-stop on foot. Mrs. Evans, discouraged by first gear jumping out, passed this one up.

The finish was at Bindles, Barry, where competitors and marshals had an excellent tea

#### Results

Premier Award Winner:	L. Collins (M.G.)
First Class Award:	P. Gough (747 Austin Spl.)
Second Class Award:	K. Kitchen (M.G.)



### THE VETERAN CAR CLUB OF GREAT BRITAIN

#### List of Events for 1951

7th April. Oxted Rally.  
28th April. Southport Rally.  
20th May. Biggleswade Speed Trials  
3rd June. Festival Cavalcade (London to Windsor).  
23rd June. Kent Messenger Run  
24th June. Bexley Gymkhana.  
30th June. Midland Run (Coventry to Birmingham).  
28th July. Dorking Speed Trials  
2nd September. Hull-Scarborough Rally

The Club has also been invited to the following events and has accepted the invitations:—

31st March. Castle Combe Race Meeting (Bristol M.C. and L.C.C.)

16th June. Tunbridge Wells Rally (Tunbridge Wells M.C.).  
14th July. Bristol Rally (Bristol M.C. and L.C.C.)

\* \* \*

### SCOTTISH EXHIBITION OF RACING CARS

**T**HE Edinburgh University Motor Club, who successfully revived their Rally and Treasure Hunt on 25th February, are organizing an Exhibition of Racing Cars in Edinburgh, in connection with the Student Charities Appeal. Among interesting cars which will be on show, are David Murray's veteran R.I.A. 1½-litre E.R.A., a Q-type M.G. Midget, and the Scottish 500 c.c. car, the J.P. The exhibition takes place from 22nd to 29th April



# CASTLE COMBE ACTIVITIES

## Preparations & Practice for 31st March Meeting

EVENTS for sports, super sports and 500 c.c. cars, and a handicap race for veteran cars built before 1917, make up the Bristol M.C. and L.C.C.'s programme at the first 1951 meeting on the Castle Combe 1.84-mile circuit, on 31st March. Spectators' charges are 2s. 6d. for adults, 1s. 6d. for children. The circuit is near Chippenham, in Wiltshire. To most people the Castle Combe course has been a closed book since last October's National meeting, but not for the Racing Committee and to it may be added a new band of enthusiasts—the Practising and Testing sub-committee. Apart from administrative details concerning renewed fencing and so on, the former, together with the keen owner, Mrs. Kitty Maurice, have been mainly engaged in chasing up the local Council to obtain Ministry of Health sanction for the de-requisitioning of certain vital

portions of land adjoining the Circuit. Despite the drawn out negotiations success is in sight and by the Closed Invitation meeting on 31st March a much more satisfactory Paddock Area will be available and spectators will have even better facilities than hitherto.

On Saturday, 17th February, the Practising and Testing Committee had their first fling. The scheme provided facilities for members who are unable normally to obtain race training and also it enabled others to put the winter's preparation theories into practice. Subject to close scrutiny any type of car or motor-cycle was eligible so there was a mixed bag of "specials", sports and touring cars and bikes. Quarter-hour periods were allotted for each session but no official times were available.

Unfortunately it was a cold, boisterous afternoon and the first two

sessions were held in a mixture of rain, sleet and snow; the first one catering for specials and racing cars was more or less abandoned. A dozen sports cars followed and here Johnny Buncombe's Healey and Bobby Price's Allard were notable for the bow-waves and were faster than most, but private scraps developed between the H.R.G.s of Peter Scott and Pritchard and the Rileys of Bollom and Beard.

In a later session Bishop and Garnsey took things quietly in their 4CLT Maserati, squeaky brakes and much mishmish accompanied them all the way round. After putting in some useful laps Arengo spun his Arengo at Tower Corner and took to the grass. Jerry Millington's Millunion appeared to suffer from steering wander and finally gave up with mag. trouble. King and Slade were somewhat outclassed in their C.A.P.A. car. Also in a later session Seward (TC M.G.), Dobbs (M.G. Magnette) and Eardley (Morgan 4/4) went round for many laps just nose to tail.

(More Club News Overleaf)



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**News from the Clubs—continued.****BUGATTI O.C. "RALLYE  
TELEGRAPHIQUE"****Combined Sporting Half-Day and  
Rally**

A ROAD Rally to Llandudno, followed by the Annual Northern Sporting Half-Day at Stanley Hall, near Bridgnorth, Salop, is planned by the Bugatti Owners' Club for 31st March/1st April.

An individual handicap will be imposed on competitors in the Road section, so that dawdling is eliminated. After spending the night at Llandudno, competitors will be despatched at intervals from 8 a.m. through the mountains to Bridgnorth. At intervals along this route there will be undisclosed time checks, and each competitor will be required to average the same speed between them as he did between Llandudno and the first one.

The Sporting Half-Day will include a series of tests, in which non-Rally-ists may also compete. Invited clubs are Aston Martin O.C., North Staffs, Severn Valley, V.S.C.C., Hants and Berks, Liverpool and Cheltenham.

**N.L.E.C.C. JACOBAN TROPHY  
TRIAL  
Results**

The Jacoban Trophy: M. H. Lawson (1,172 cc Lotus), Harrow C.C.

1st Class Awards: B. Blundell (1,172 B.B. (S)) P. D. Brookes (1,172 F.R.P.), A. E. Rumfitt (1,172 Cotton), E. V. Vero (1,172 Dellow (S)).

2nd Class Awards: D. D. Render (3,622 Harford), G. Pettit (1,172 Ford), E. H. Manners (1,172 Falcon).

Team Awards: A. E. Rumfitt, E. V. Vero, M. H. Lawson; total 240 marks.

**M.G. CAR CLUB  
(MIDLAND CENTRE)**

LAST year's successful Welsh Rally to Criccieth will be repeated on Saturday and Sunday, 21st and 22nd April, starting from West Bromwich at 9.30 a.m. The route will be approximately 200 miles, and will include tests of time-keeping and driving ability on the Saturday, with a Concours on the Sunday. The route chosen is an interesting and beautiful one, and it is emphasized that there is no likelihood of damage to vehicles if they are driven with reasonable care.

The entry fee will be a guinea, and entries will be limited to 50. The permit is a "closed" one. The Secretary of the Meeting is A. St. John Mitchell, 343 Birmingham Road, Wyde Green, Sutton Coldfield.

**THE BLUBBERHOUSES TRIAL**

REGULATIONS are now available from the Secretary of the Meeting, J. H. Humphreys, Wendover, 8 St. James' Drive, Harrogate, for this event to be run by the Northern Section of the V.S.C.C. on the 7th April. Entries will close on 31st March, and will be limited to 50. The start and finish will be at the Crescent Hotel, Ilkley, and the route will be approximately 40 miles. There will be no chassis-breaking sections, but four observed climbs are included, one timed test, and one special test. The trial will be run on the follow-my-leader principle, and any competitor reaching an observed section more than 30 minutes behind the previous competitor will be deemed to have retired. The trial is a "closed" event.

**LANCASHIRE AUTOMOBILE  
CLUB**

A PRELIMINARY booklet regarding the Morecambe National Rally on 25th/27th May, 1951, is now available from the Secretary of the Club, J. Taylor, County Bank Chambers, New Market Street, Blackburn. A definite date has been laid down for publishing the regulations and entry forms, so that everyone will have an equal chance of getting in; 15th March is D-Day. According to the advance information, starting controls will function on Friday morning, 25th May, at London, Bristol, Birmingham, Manchester, Leeds and Glasgow. The road section will then consist of about 250 miles, concluding with an arrival test at Morecambe on Friday evening, followed by a Mayoral reception and dance until 2 a.m. at which competitors and officials will be the guests of the Morecambe and Heysham Corporation. For the convenience of those who want to start later in the day, there will be an evening starting control at Whalley, Lancs, at about 6 p.m. Arrival at Morecambe will take place about 2 a.m. on Saturday. On Saturday

morning, there will be a short road section of about 50 miles in the Lake District, followed by the Driving Tests on return to Morecambe. On Sunday morning, the Concours d'Elegance will be held on the Promenade if the weather is good, or in the Corporation Bus Station in the event of rain. Entries close on 30th April, if not filled before. The list is limited to 300, which will be accepted as received. Entry fees are £3, plus 10s. for the Concours, which is optional, but members of certain clubs who are helping with the organization, may enter at a cheaper rate. These clubs are: B.A.R.C., Lancs and Ches C.C., M.C.C., Sheffield and Hallamshire M.C., Sunbac., Y.S.C.C.

**M.G. CAR CLUB (S.W. CENTRE)**

THE annual Film Show was held at The Ship, Alveston, on Saturday, 24th February, and although the attendance was disappointing, especially in view of past records, those who did turn up had a thoroughly enjoyable evening. They also had the advantage of a groaning board provided to meet the gastronomic demands of a much larger number. The films shown included those of the 1950 Motorcycle T.T. in the Isle of Man, Royal Silverstone, and Grand Prix Racing, the Oxford Veteran Rally, and the Rest-and-be-Thankful Hill Climb.

Forthcoming events include a Night Driving Test on 17th March, and a Standard Car Trial with Driving Tests on 7th April.

**THE SHENSTONE CUP TRIAL  
Provisional Results**

Shenstone Cup: J. D. Sleeman (1,172 Sleeman).

Best performance, Class II: J. L. Shaw (1,172 Wharton).

1st Class Awards: K. Rawlings (2,088 Vanguard), E. E. Smith (1,172 Dellow).

2nd Class Awards: J. W. Cox (1,172 Dellow), E. P. J. Reynolds (1,172 Dellow).

Best in Opposite Class: J. V. S. Brown (1,496 H.R.G.).

1st Class Award: J. W. Fowler (1,496 H.R.G.).

Class III. Best Performance: H. Treganza (1,005 Bradford).

Full report in next week's issue.





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(continued overleaf)

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## News from the Clubs—continued.

BOLTON-LE-MOORS  
NIGHT NAVIGATION

A NIGHT Navigation Trial will be held by the Bolton-le-Moors Car Club on 14th April in the Bolton district. The complete plot has been provided by Arthur Openshaw. Sports car drivers will have no advantage, as the premium is naturally on night map-reading and general intelligence. It is hoped that most members will be prepared to sacrifice a few hours' sleep to take part in this interesting event. The programme further ahead includes a Map-Reading and Time-Keeping Rally on 3rd June, designed to test competitors in strict schedule-keeping and navigation. There will also be Driving Tests. Then, on 22nd July, there will be a Treasure Hunt and social run.

The matter of the Club badge has been receiving careful attention, and many designs have been submitted.

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rush to his next in line and hand over the baton. This "baton" took the form of a traycloth, and served as a spray deflector! The winning team was, of course, the one which consumed its six half pints in the shortest time. The Visitors, having had less time for practice than the others, were in very good throat, and scored an easy victory.

## THRIVING BRECON CLUB

MEMBERSHIP of the recently formed Brecon and District Motor and Motor Cycle Club is steadily increasing, and arrangements are being made for entertaining members, both socially and in the way of sporting events. The first monthly social evening took the form of a cinema show, and the Club hopes to hold its first sporting event some time after Easter. Although only formed in November, 1950, Club membership has already reached 75. Those interested are asked to contact the Hon. Secretary, Mr. Tony Elston, Priory Grange, Pendre, Brecon.

## CLUB FIXTURES

**Vintage S.C.C. (Northern).**—Vintage Night, 9th March, Crown Hotel, Bawtry, 8 p.m.  
**"750" M.C. (Western).**—Driving Tests, 10th March, Melrose Café Car Park, Weston-super-Mare, 2 p.m.  
**Heris County A. and A.C.**—Get-together, 10th March, Three Hammers Inn, Watford Road, St. Albans. 7.45 p.m. Dinner/Dance, 16th March, Waterend Barn, St. Albans, 7.30 p.m.-1 a.m.  
**Lancia M.C.**—Driving Tests, 11th March, Bramley, Surrey.  
**Aston-Martin O.C.**—Gathering, 13th March, The Plough, Ruilip.  
**"750" M.C. Dance.**—14th March, Royal Hotel, Russell Square.  
**Sporting Owner Drivers' Club.**—Annual Dinner and A.G.M., 14th March, The Bell Hotel, Aston Clinton, 6.30 p.m.  
**Alvis Owner Club.**—"Beer and Banter", 15th March, The Crown, Bridgnorth, Shropshire, 7 p.m.  
**North London Enthusiasts' M.C.**—Members' Meeting, 16th March, Black Bull, 1446, High Road, Whetstone, N.20.  
**Bentley Drivers' Club (Mid-West).**—"Noggin and Natter", 17th March, The Bustard, Shrewton, Wilts. From 6 p.m.  
**Bolton-le-Moors C.C.**—Hot Pot and Social Gathering, 17th March, Conservative Club, Turton.  
**Rally Driving Tests**, 18th March, Rivington, near Bolton, 11 a.m.  
**Cemian M.C.**—"Scarper and Scavenge" social run, 18th March. Start Swan and Bottle, Uxbridge, 2 p.m.  
**Blackpool and Fylde M.C.**—Treasure Hunt, 18th March.

It is felt that at the moment the cost of metal car badges for a still limited membership is on the prohibitive side, so the Club is making do with windscreen "stick-ons" for the present.

## M.G. CAR CLUB (DEVON &amp; CORNWALL SUB-CENTRE)

THE Sub-Centre had its usual uproarious party on 17th February, at the Seymour Hotel, Totnes, for a Film Show and Dance. No less than 170 people turned up. The sporting film went over well, and after that, the company got down to dancing, with an interlude for a team "Half Pint Relay" Race, contested between the M.G.C.C., the Torbay M.C., the Police, and the Visitors. Having paraded round the room to the strains of ribald anthems, each member of a team had to rush the length of the room, consume one of a row of 24 half pints, and then



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